





# MENA, POLK COUNTY, ARKANSAS

The Ozark Mountain Region, in which Polk County is situated, affords the best locations for ideal rural homes.

Here the general farmer can most profitably produce corn, oats, wheat, cotton, alfalfa, clover, broom corn, millet and all forage plants used in raising livestock and poultry.

Here the Fruit and Truck Grower has everything in his favor. Winter apples and peaches succeed here when they fail in other localities, and these, together with pears, plums, cherries, grapes, strawberries, blackberries, cantaloupes, melons, potatoes, tomatoes, onions and commercial truck crops generally, yield splendid financial results. Large shipments are made from Mena, Hatfield, Cove, Vandervoort, Wickes and Granniss, towns on the railway in this county.

Here the stock raiser has in his favor a mild climate, excellent natural pasture, a long growing season for the cheap production of forage and a short, quick transport to market. No better country anywhere for raising horses and mules, cattle, hogs, sheep, goats and poultry.

Good lands, unimproved, can be had in many localities moderately convenient to transportation for ten dollars per acre and improvements cost less here than one-third of what they do in an old settled country. Lumber is cheap and fuel can generally be had for the hauling.

Mena, Ark., the county seat, has 5,000 inhabitants and is an excellent business point. It has an abundance of raw material for furniture factories, cooperage, box, crate and woodenware factories; for slate products of all kinds; brick manufacture; cotton seed oil and fertilizer factory; fruit canning, preserving, and pickling works; creamery, cheese factory and other enterprises. Owing to the rapid settlement of the adjacent country there are also good openings in commercial and professional lines.

The greatest attraction of Mena and Polk County for the health seeker is its splendid summer and winter climate. There is no hot, sultry summer or grim, cold winter in this region, but instead, a cool bracing temperature in a pure undefiled atmosphere. Pure, soft water is found everywhere and excellent medicinal springs abound in many places. The altitudes of the City of Mena vary from 1200 to 1600 feet.

Visitors may be accommodated in three good hotels and can also find accommodations with private families.

The Mena Land and Improvement Company has in Mena some fifty or more cottages and more pretentious buildings which it will rent or sell to those who may desire to locate at Mena, or who may desire to spend their summer or winter vacations there. Descriptions will be furnished on application to

## Mena Land & Improvement Co.

W. C. B. ALLEN, Manager

## Investigate Southwest Louisiana

No blizzards, no sunstrokes, no floods, no drouth! Three crops annually. Rich prairie soil, well drained and immediately productive. Excellent transportation facilities. Good roads, good schools, good neighbors. Wonderful opportunities.

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We have thousands of acres of fine lands of the **Dierks Lumber & Coal Company** for sale to actual settlers who want good bottom or up-lands for agricultural purposes. These lands are especially adapted to the growing of corn, cotton, wheat, oats, rye, barley, sorghum, ribbon cane, millet, cow peas, peanuts, sweet and Irish potatoes, and all kinds of garden truck; all kinds of fruits and berries, including peaches, apples, pears, plums, blackberries, raspberries, dewberries and grapes.

Located near foothills of the Ozarks, health and climatic conditions are fine, thus making it an ideal place for a home.

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**JOHN CRAIG,**  
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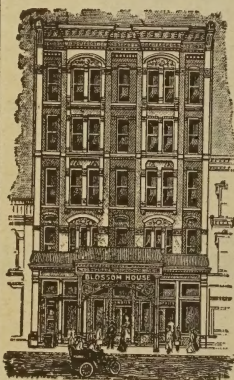
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A great shipping point for apples, peaches, strawberries, cantaloupes, truck, dairy products, poultry and eggs, grain horses and mules, cattle and hogs, situated in a magnificent farming country with good roads, schools, churches, banks, fruit growers associations, canneries, etc. Fine farms, ideal rural homes can be had here at very low prices and acceptable terms. Write us for descriptions.

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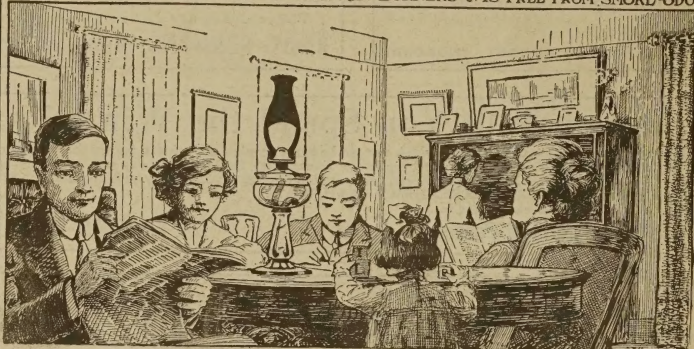
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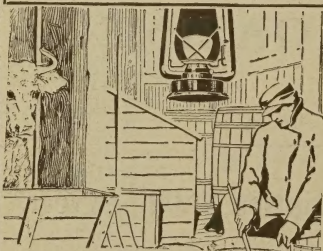
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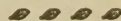
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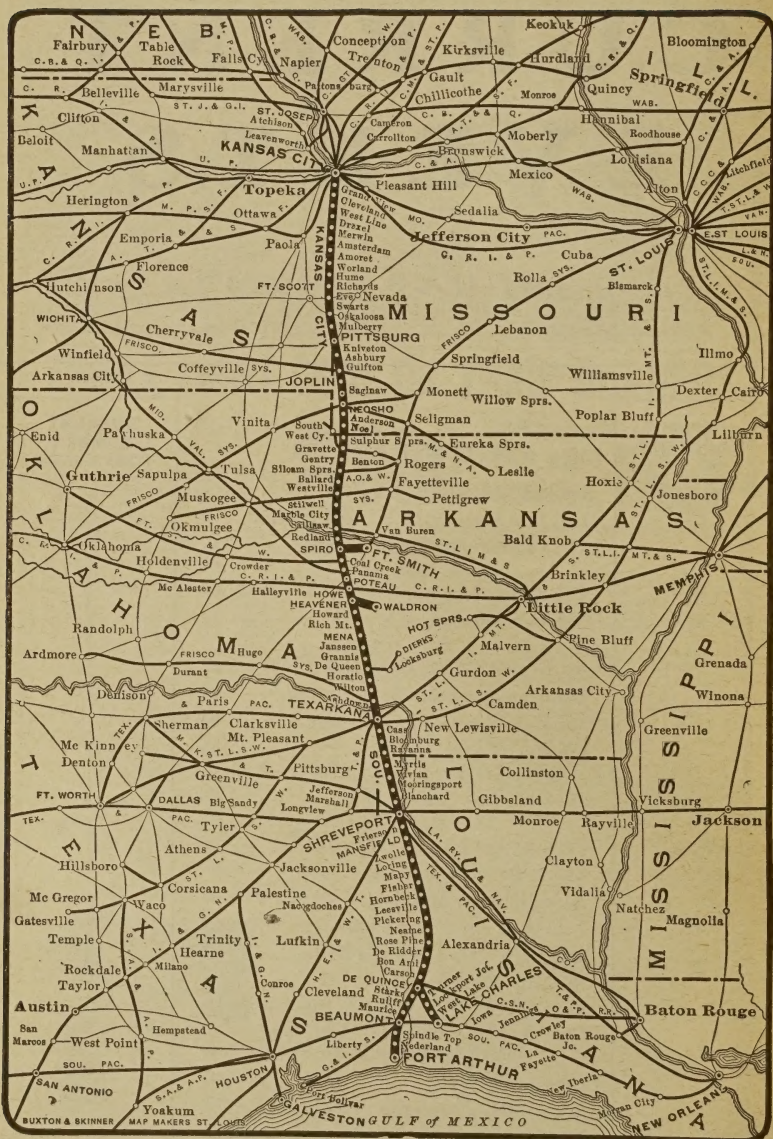
## CONTENTS

CURRENT  
NUMBER  
FORTY-FOUR

Louisiana History . . . . .	7
Le Flore County, Okla., and Poteau	9
The Church with Four Steeples . . . . .	15
F. E. Roesler	
Ten Acres Enough . . . . .	18
Sulphur Springs, Ark. . . . .	20
S. O. Whaley	
Northwest Arkansas Apple Crop	22
Waldron and Scott County, Ark. . . . .	22
Mineral Wealth of Louisiana . . . . .	24
Neosho, Missouri . . . . .	25
As Described by the Commercial Club	
Took a "Rise" Out of Her . . . . .	26
Elizabeth Whitford	
Port Arthur's Progress in 1913 . . . . .	27
Beauregard Parish, La. . . . .	28
Miscellaneous Mention . . . . .	31
Louisiana Boys' Pig Clubs . . . . .	33
The Corn Club Boys and Girls . . . . .	34
Railway Economics . . . . .	35
Address by Mr. J. F. Holden	
Last Year's Development of the Country along K. C. S. Ry. . . . .	40
Industrial Notes . . . . .	41
K. C. S. Ry. Employees Supplement Proceedings of "Safety First" Meet- ing held Shreveport Shops, Oct. 19, 1913 . . . . .	45
	52







MAP OF THE KANSAS CITY SOUTHERN RAILWAY.



## Louisiana History

Louisiana was named in honor of Louis XIV, king of France, by Robert Cavalier de la Salle, in 1682. The Louisiana of the seventeenth century extended from the Alleghanies to the Rocky Mountains, and from the Rio Grande and the Gulf to the dim regions which now constitute British America. It was first visited by Europeans in 1541. De Soto, the Spanish adventurer, with his followers, explored the coast west of Florida to the Mississippi river and beyond, and he visited the country on both sides of the river, where now stands the City of New Orleans. In 1542 he was taken sick and died. In order to conceal his body from the Indians, his followers buried him in the Mississippi river, at the point where it is now met by the Red river.

### Father Marquette.

In 1673, Father Marquette and his Canadians, starting from Canada, descended the great river from Illinois to the mouth of the Arkansas. The river was again descended by La Salle, in 1682, who took possession of the country in the name of Louis XIV, and for him named the land Louisiana. He explored the river to its mouth, and, returning to France, organized plans for establishing a colony. The ship failed to reach the mouth of the Mississippi, and the colony landed in Texas. It is doubtful whether any colony was established in Louisiana before 1699, when Iberville, with a company, attempted a settlement at Biloxi. This was the chief town until 1702, when Bienville moved the headquarters to the west bank of the Mobile river. The soil of Biloxi is very sterile, and the settlers seem to have depended mainly on supplies from France or San Domingo.

### The Western Company.

On the 26th of September, 1712, the entire commerce of Louisiana, with a considerable control in its government, was granted to Anthony Crozat, an eminent French merchant. The grant to Crozat, so magnificent on paper, proved to be but of little use to him, and of no benefit to the colony, and in 1718 he surrendered the privilege. In the same year, on the 6th of September, the charter of the Western, or Mississippi, Company was registered in the parliament of Paris. The exclusive commerce of Louisiana was granted to it for 25 years, and a monopoly of the beaver trade of Canada,

together with other extraordinary privileges, and it entered at once on its new domains. Bienville was appointed governor of the colony for the second time. He had become satisfied that the chief city of the colony should be situated on the Mississippi river, and, therefore, in 1718, New Orleans was founded.

### First Plan to Build Jetties.

It was about this time that the engineer, Panger, reported a plan for removing the bar at the mouth of one of the passes of the system very much the same as that so successfully executed in recent years by Capt. James B. Eads. It was a mooted question, however, for some time, whether New Orleans, Manchac or Natchez should be the colonial capital; but Bienville had his own way, and removed the seat of government to New Orleans in 1722.

### Under Spanish Rule.

The Western Company possessed and controlled Louisiana some fourteen years when, finding the principality of little value, it surrendered it in January, 1732. In 1762 occurred an event which left a deep impression on the history of Louisiana. On the 3rd of November of that year, France, by a secret treaty, ceded to Spain all that portion of Louisiana which lay west of the Mississippi, together with the city of New Orleans and the island on which it stood. The war between England and France was terminated by the treaty of Paris, in February, 1764. By the terms of this treaty the boundary between the French and English possessions in North America was fixed by a line drawn along the middle of the Mississippi from its source to the river Iberville, and from there by a line in the middle of that stream, and Lakes Maurepas and Pontchartrain to the sea. The French inhabitants were astonished when they found themselves transferred to Spanish domination. Some of them were so rash as to organize in resistance to the cession, and finally, in 1766, ordered away the Spanish governor, Antonio di Viola. In 1769, Alexander O'Reilly, the commandant of the large Spanish force, arrived and reduced the province to actual possession. The colony grew slowly from this time until the administration of Baron de Carondelet, but under his management, from 1792 to 1797, marked improvements were made.



In 1794, the first newspaper was established, "The Moniteur."

#### The Purchase of Louisiana.

The beginning of Jefferson's first term found the United States threatened by the dangers and complications of an international struggle across the water. Napoleon was engaged with plans hostile to England. France had obtained from Spain a secret cession to what was known as the Louisiana territory. The British government was covetous of American territory and was interested in limiting the expansion of the United States to the westward. The United States government had become seriously concerned over the question of the commercial outlet to the Gulf. Spanish officials at New Orleans were imposing restrictions which materially hampered the commerce of the valley and which were the occasion of bad feeling.

Marbois was Napoleon's minister of the public treasury. Napoleon needed money for his war budget. But of stronger influence with him was a policy which might cripple England. Under such conditions, President Jefferson opened, through Mr. Livingston, the American minister to France, negotiations for the purchase of so much territory as would control the mouth of the Mississippi. The inspiration for this diplomacy was the increasing clamor of the people in the great valley against the interference with American commerce on the river. To aid Mr. Livingston, Mr. Monroe, afterwards president, was sent as a special ambassador.

Napoleon met the negotiations with a counter proposition. According to Marbois, who became the historian of the transaction, Napoleon said, in a conversation on the 10th of April, 1803, speaking of the proposed cession, with special reference to the desire of the British: "They shall not have the Mississippi, which they covet."

Twenty days later the treaty had been consummated, and the great territory of Louisiana ceded to the United States for \$12,000,000, and the assumption of certain claims amounting to \$3,750,000 more.

It was in commenting upon the accomplishment of the purchase that Napoleon remarked: "This accession of territory strengthens forever the power of the United States."

#### Treaty Secret.

The secret treaty of St. Ildefonso, by which the territory passed to France from Spain, was made in 1800. It was known to the government of the United States, but the actual transfer from Spanish to French authority had not taken place. The trouble

from which American commerce suffered was with the Spanish officials at New Orleans. President Jefferson, however, knew that the solution of the difficulty must come through negotiations with France.

It is an interesting fact that in 1802 there sailed out of the Mississippi 158 American vessels, of 21,383 tonnage. This was the American commerce endangered. It was the arbitrary order issued on the 16th of October, 1802, by the Intendant Morales, "suspending the right of deposit" at the port of New Orleans, which created the outburst of indignation along the Mississippi, which prompted President Jefferson to enter upon the negotiations for the purchase of the territory.

According to Marbois, Napoleon realized in some degree the magnificent territory which he was transferring to the United States. He realized, however, that it was impossible for him to hold territory without sending a fleet and a strong force. He understood, also, that this transfer of Louisiana Territory to the United States would be the strongest blow he could deal to England.

Napoleon met the offer of the United States to purchase the mouth of the river with this answer to his minister, Marbois:

#### Napoleon's Answer.

"Irresolution and deliberation are no longer in season. I renounce Louisiana. It is not New Orleans only I will cede; it is the whole colony, without any reservation. I know the price of what I abandon. I renounce it with the greatest regret. To attempt to retain it would be folly."

The treaty of the purchase was signed on April 30, 1803. The transfer at New Orleans took place on December 20, of the same year.

In 1804, the territory of Orleans was established by order of Congress. The rest of the immense purchase was at first erected into the district of Louisiana; then, in 1805, into the Territory of Louisiana, and in 1812, into the Territory of Missouri. At the time of the American possession, in 1803, Laussat, the French colonial prefect, declared that justice was then administered "worse than in Turkey." With the American domination came new ideas. In 1808 a civil code of laws was, for the first time, adopted by Legislature in Louisiana. It was based, to a large extent, on a draft of the Code of Napoleon. By act of Congress, in November, 1811, the inhabitants of the territory were authorized to form a constitution with a view to the establishment of a state government. The debates in the national House of Representatives on this bill

were long and interesting. The bill having been passed, however, the constitution of 1812 was framed and adopted, and on April 30, 1812, Congress passed an act for the admission of Louisiana into the Union. Three months after this war was declared against England by the United States. The contest was continued until the treaty of Ghent, December 24, 1814. But before the news of peace could cross the ocean a force of 12,000 English soldiers, under Sir Edward Pakenham, landed in Louisiana, and made an attack on New Orleans, which was successfully resisted by General Jackson, with only 5,000 men, most of whom were militia from Tennessee and Kentucky. The progress of the state from this time and until the outbreak of the Civil war was very rapid. Louisiana had a large interest in slavery. On account of the extensive cultivation of cotton, rice and sugar cane, and the consequent demand for labor, her slave population almost equaled her white. At the outbreak of the war, Louisiana promptly took a position in favor of secession.

#### Ordinance of Secession.

Her ordinance of secession from the Union was passed December 23, 1860, by a vote of 113 to 17. On March 21, 1861, the same convention adopted the Confederate constitution, without submitting it to the people, and, in order to conform it to their state constitution, passed amendments for that purpose. From this time until the close of the war, the state government was nominally in the hands of the Confederates, though for the last two years of civil strife,

its territory, for the most part, was in the hands of the Federals. Some of the earliest, as well as the latest, scenes of the war were enacted in this state. In April, 1862, Farragut's fleet entered the Mississippi river. He succeeded in passing, and in silencing Forts Jackson and St. Philip, which defended the approaches to New Orleans, and captured the city on the 25th of April, 1862. By July, 1863, all the Confederate strongholds on the Mississippi were reduced, the towns captured, and the river opened to navigation. In 1863, General Banks brought the Attakapas country into subjection to the United States, and, in 1864, other excursions into the region of the Red river were made by him with but partial success.

#### Constitutions of 1864 and 1868.

In April, 1864, a new constitution was drawn up preparatory to the act of readmission of the state into the Union. This constitution was ratified by the people in September, 1864. Under this constitution officers of the state were elected, but the general government refused to recognize the constitution. In December, 1867, another convention was called, and its constitution was submitted to the people to be voted upon according to the provisions of that act. This constitution was adopted March 6, 1868. Louisiana was again admitted to the Union on condition of her ratification of the fourteenth amendment. This was done on July 9, 1868, and on the 13th of the same month the government was transferred from the military to the civil powers.

## Le Flore County, Okla., and Poteau

Professor C. N. Gould, ex-state geologist, says that Oklahoma has more minerals and more of each kind than any state in the Union. This statement is backed by what has already been accomplished in the young state and is the basis upon which the future of Oklahoma, and more especially the eastern half, will attract the attention of those who engage in the development of natural resources. Of the great deposits of coal and iron, virgin forests of fine timber, vast supplies of natural gas and oil, less than 20 per cent have been developed to date. Aside from these great wealth producing factors to be developed in industrial lines Oklahoma has a soil, the fertility of which is constant; climate that blends the health-giving qualities of the Northland and mild

seasons of the South; a rainfall well distributed, and a class of people who know how to produce.

LeFlore County is situated on the east border of the state, bounded on the north by the Arkansas River, on the south and west by Pushmataha, Latimer and Haskell counties, and on the east by the state of Arkansas.

According to the report rendered by the Department of Labor this county leads the state in the production of railroad ties, with an output of 10,275,115 for 1911. This county was also second in the production of soft woods, and claimed the same enviable position with her 1911 crop of peaches. The manufactured products of this county for the same year amounted to \$274,937.40 and





A BUSINESS STREET IN POTEAU, OKLA.

the surplus product of the county assembled \$9,600,000.00.

Congress reserved from the allotment of lands to the Indians 445,000 acres on account of the valuable coal and asphalt deposits. The segregation of these coal and asphalt lands was made along the trunk lines of the railroad, where shipping facilities were most available, and this body of 445,000 acres does not by any means indicate the total area of these mineral deposits within the state—only the more accessible of these lands at the time of segregation.

LeFlore County has 124,000 acres of this "segregated" land within her borders, evidencing her bountiful supply of the Black

Diamond. Some of these best coal properties now developed are not on the segregated land, but on land owned by individuals. The extensiveness of our coal deposits is such that the Interior Department has never been able to furnish an estimate of the tonnage which Eastern Oklahoma really possesses.

Suffice it to say, that the coal is the highest grade semi-anthracite—steam coal—which commands the top price on the market. These deposits run from four to seven feet in thickness. The coal strata is known to be in layers, and one particularly attractive coal field near Poteau, which is known as the Witteville beds, has three



PLANING MILL, POTEAU, OKLA.



POTEAU RIVER, NEAR THE CITY OF POTEAU, OKLA.

separate and distinct veins, only one of them having been tapped.

Coal mines in working condition immediately adjoin the town. One mine when in full operation works as many as 300 men, whose trade is given to the local merchants.

Other large coal companies have their general offices in Poteau, realizing that as the commercial, railroad and industrial center of this section Poteau is now, and is destined to be, the point of operation for the immense coal development which will inevitably come to this section of the state.

The asphalts are well represented, there being in the southwestern part of the county a splendid deposit. In the southern

part of this same county is a deposit known as Grahamite—a form of asphalt—twenty-eight feet thick. This asphalt contains vanadium, a mineral chiefly used in the manufacturing of toughened steel, consequently its value.

Brick and tile shale and pottery clay abound in every section of LeFlore County. The shale has been thoroughly tested in the laboratories of the Government at Pittsburgh, Pa., and in large brick kilns. It is ideal, shrinking but little in burning, not subject to heat cracks, vitrifying at a comparatively low temperature and burning to a beautiful color.

The only question about the shale is to select some spot where nature has removed



THE RAILWAY SHOPS AT HEAVENER, OKLA.





HARVESTING OATS, NEAR HEAVENER, OKLA.

the over burden so that it may be put into a finished state at the least possible cost.

Natural gas is very abundant in LeFlore County, and the largest available supply is centered at Poteau, where a pipe line system has been established and the supply is being put to practical use.

Only recently has the field been thoroughly tested and "brought in" in a large quantity which is pronounced, on account of being very dry, to be the finest quality.

The flow is so constant and the pressure so strong and under such favorable conditions that it has convinced the most skeptical oil and gas experts who have examined the fields, that both properties are here in large quantities and are of long life. These

features make LeFlore County fortunate indeed in her supply of the world's cheapest and best fuel.

The prospects for oil are attractive indeed. The bringing in of the gas field was a result of efforts expended in trying to locate the oil bearing sands that experts declared to exist in certain sections of the county.

Active drilling is being made on a large scale, being the result of the belief of those who have made a life study of the oil question. The present gas supply comes from a field covering twenty-one square miles, the nearest large gas well being three and one-half miles east of Poteau. A complete pipe line system has been constructed to



PUBLIC SCHOOL BUILDING, HEAVENER, OKLA.

supply the city of Poteau, and, if desired, other towns in the county. Only one-third of the developed supply is now in use, and there are millions of cubic feet of gas to spare for the use of manufactories of various kinds. The four wells now bored furnish a daily supply of 15,000,000 cubic feet of gas, of which 5,000,000 cubic feet are consumed in the local manufacturing enterprises and business houses and dwellings. The supply can be increased indefinitely by boring new wells.

Domestic gas is being sold at 25 cents per thousand cubic feet, and for factory purposes the price has been reduced to 3½ cents per thousand feet when consumed in large quantities.

#### Timber.

Timber of all kinds is available in large quantity. The principal supply is oak, hickory, gum, walnut and pine. Over one-quarter of a million of acres of timber land are in the control of the United States Government in trust for the Choctaw and Chickasaw Indians, in the southern part of this county. These lands are known as the "Timber Reserve" and comprise 1,279,000 acres. Approximately 1,000,000 acres of this land contain a more or less heavy growth of merchantable timber. About 95,000 acres are classified as agricultural land and the remainder as grazing land. There are about 1,200 tracts varying in acreage from 5 acres to 160 acres in each tract. These lands will be sold at auction at the following named places and dates: Idabel, McCurtain County, 330,338 acres, beginning January 5, 1914; Hugo, Pushmataha County, 406,397 acres, January 8; Poteau, Le Flore County, 385,452 acres, January 12; Wilburton, Latimer County, 143,977 acres, January 15; McAlester, Pittsburg County, 7,860 acres, January 17, 1914. The sales will be continued as long as buyers are present.

The appraisement of the surface coal lands in Eastern Oklahoma, at least all agricultural and grazing lands, has been completed.

The land appraised included 44,000 acres in Haskell County, 138,000 in LeFlore, 50,000 in Lamar, 88,000 in Atoka and 39,000 in Coal, altogether 340,000 acres. Town-site and cemetery tracts and the small tracts of asphalt lands in Chickasaw Nation were not included in this appraisement, the aggregate of those minor areas bringing the total of the surface mineral lands to 438,000 acres.

This land will be placed on the market in

the early part of this year in order that the owners may get possession in time to raise crops next season.

There are some hundred different saw and planing mills throughout the county cutting this hardwood and pine into lumber of the finest grade, and affording to the home builder a cheap material very essential to the rapid development of any new section.

The county is about one-half timber and one-half prairie. Numerous streams furnish all the water needed, and drouths, when spoken of in the sense that means crop failure, are unknown in LeFlore County.

In 1909 LeFlore County had the largest railway mileage of any county in the state, as shown by the report of the State Auditor, and its immense coal deposits that are assured of being mined, and other large interests, gives the assurance that the county will have a large revenue and a low tax rate.

The county is sixty-five miles long and twenty-seven miles wide, with its seat of government located at Poteau, near the central part of the county.

Good roads are the order of the day, and while only since statehood roads have been placed on section lines, great headway has been made in this direction. Over 100 new school houses have been built in the rural districts, and it is safe to say that Oklahoma will get roads and bridges and school houses more rapidly than that of any state ever admitted to the Union.

#### The City of Poteau.

The city of Poteau bids fair to become an established manufacturing center. Located on the Poteau River it has water in abundance at all seasons. It is the physical center of the natural gas producing territory, and there is every evidence that this advantageous fuel will be present in vast quantities for years to come.

In its history Poteau has never known a damaging storm of any kind for the reason that it is protected by the hills on every side. This fact always leaves a sense of security to newcomers and visitors whose fears have been aggravated by newspaper accounts of cyclones through the Southwest. A visitor may come to Poteau at any season of the year and enjoy his visit thoroughly. In the spring one's eyes will be pleased to look over the beautiful green prairies and valleys that are formed by the surrounding hills. In the summer a cool, refreshing breeze drives away the heat, leaving the atmosphere light and cool dur-



ing the day, while at night one must invariably use a light blanket for comfort. The fall, winter and spring seasons blend themselves so gradually that one hardly realizes that winter has come and gone. The country surrounding Poteau has always in the past, been the favorite spot of the rancher, because he could raise cattle and horses on the nutritious grasses in unlimited numbers and never be to the expense of feeding them at any time during the year.

Poteau has a complete system of water works, owned and operated by the city, securing the supply from a large natural lake fed by springs, within a quarter of a mile of the city. In addition to this source of supply, the Poteau River, a never failing stream, assures a plentiful supply for all purposes. The city has a modern and efficient sewerage system. Its lighting system, operated by a corporation, is thoroughly up to date and supplies power as well as light. Gas fuel is piped to all parts of the city, and large coal mines within three miles distance, the local supply being mined at the city limits. Long distance and local telephone service have been in use for a number of years.

There are in the city a brick plant, saw and planing mills, cottonseed oil mill, cotton gins, a handle factory and other enterprises and forty or more mercantile establishments.

Two trunk lines of railway, the Frisco and the Kansas City Southern, cross at Poteau. A short line, the Poteau, Fort Smith & Western, maintains its terminal at Poteau, while the Rock Island, crossing the Frisco and Kansas City Southern six and eight miles south, has signified its willingness to build into Poteau on an assurance of a sufficient tonnage and a free right of way. Trunk lines to the North, East, South and

West, and one of them being a direct route to the Gulf, makes Poteau a desirable site for factories.

Poteau exports consist of cotton, corn, hay, live stock, fruits, coal, lumber and timber, wood manufactures, brick and cotton seed products. Its trade is constantly increasing and it is making a steady growth from year to year. Since the beginning of 1913 fifty or more new dwellings and several attractive business buildings, including a cotton seed oil mill and a railway passenger station, have been erected. Cheap gas, cheap water, superior for boiler use, free building sites, free tax exemptions for five years and an abundance of raw materials in various forms to draw from, naturally entitle Poteau to consideration on the part of manufacturers when it comes to the selection of a location. Freight rates, railroad facilities and climatic conditions are favorable to any kind of an industrial enterprise.

The present population of Poteau is about 2,500 and there is room for more.

People build cities—natural resources only furnish the most convenient basis. Poteau has all the cards stacked in her favor, and the winning of the game for commercial supremacy, with a desire to be the city of Eastern Oklahoma, is on and practically won. We need help—good men and women of sterling qualities, brains and money. There are opportunities here. We need people from the older states who have seen their opportunities wane—they will quickly take advantage of ours and help us all to prosper.

For any further information regarding Poteau and its resources, please address

CHAMBER OF COMMERCE,  
Poteau, Okla.

## Gravette, Benton County, Arkansas

Gravette, with the country surrounding, presents today as fine a place to call home, as safe a place for investment, and sure a place for a diversity of crops as will be found anywhere on the globe. While many neighboring places in other states have emerged from a season of drouth with short crops, causing the sacrifice of farm stock and the "nest egg" of future plans, this section comes out in good order with an

optimistic lot of farmers and businessmen uttering no complaints.

Diversity of crops is one stand-by in our success. After 22 years spent here, we have noted the addition of new products to the output until we see apples, peaches, pears, plums, cherries, strawberries, blackberries, raspberries, dewberries, cantaloupes, melons, all kinds of vegetables of temperate and semi-tropical nature; wheat, oats, corn, clover, alfalfa, kaffir, milo maize, cane, peanuts,

and various other grains, forage crops and miscellaneous products grown with a splendid success wherever proper attention is given the same.

Of the million or so apple trees in Benton County, about 750,000 of them are in territory contiguous to Gravette; and of other crops, we have our fair proportional part. And in one thing, especially, we appear to lead, that is livestock. Even the past week the output has been between \$10,000 and \$15,000 from Gravette for cattle and hogs—the annual output has averaged about \$200,000; and poultry and eggs have yielded us annually \$125,000 to \$150,000. And dairying, which is coming to the front, starting great improvement in dairy stock, erecting silos and dairy barns, has an ideal climate and conditions to boost it toward the foremost of industries. As to the fruit yield, an ordinary fair crop has yielded to Gravette and immediate vicinity, apples, 150 or more carloads; other fruits, etc., in proportion, aggregating 500 carloads of our products—and with the more recent scientific care, increase of acreage and greater bearing capacity of mature orchards, a normal crop is

something very creditable to anticipate.

On top of all this we can boast of a citizenship, a climate and abundant pure water, which have no superiors on the globe. Altitude 1,260 feet.

Gravette, with an excellent \$15,000 state high school, business college, substantial churches, two solid banks, a complete up to date water and light system municipally owned; two solid brick blocks of business houses, two publishing plants, broom factory, vinegar factory, shipping stations on two great railway systems (K. C. S. and Frisco), planing mill, telephone system, about ten fraternal organizations, and many kinds of business enterprises, gives us a town which for only 20 years of existence has no superior in this part of the world—and there is no part of the world any better. Two things for the absence of which we are blest are saloons and negroes; neither is tolerated here.

Much more might be said of Gravette, but suffice to say to our readers elsewhere: Gravette maintains a Commercial Club, which will furnish anyone with desired information. The News Herald assumes responsibility for the information above given.

## The Church With Four Steeples

F. E. Roesler.



My friend Jones of San Antonio, whom I was visiting in his comfortable office opposite the plaza, had practically finished perusing his mail and had reached the last letter when he turned toward me with a smile and remarked: "Well, well, so the old church at ———ville is gone; caught fire and burned to the ground—burned like

tinder. I'm sorry to hear it, indeed I am. It was the most unique place of worship in Southwest Texas and was built in the woolly days when a little nerve and a good branding iron were the only capital necessary to start a prosperous cattle ranch. I was baptized and married in that church and so were one-half the people in ——— County, and there are few who will not regret its burning as much as I do. The trustees want me to see old Jacob Bock, the architect who designed it, and have him figure on a new building."

A few adroitly put questions tempted Jones to continue his reminiscences about the old church.

"I was a barefooted urchin about ten years old when that church was built. From what the older people have told me, I take it, that the forming of a congregation and the building of the church came about in this way: Parson Jere Dawkins had been the earnest but not very much beloved pas-



tor of a rural Baptist congregation in the piney woods of Eastern Texas. It was in the early days when open religious discussion was tabooed and the conferences did all the thinking the congregations required. To differ from the conference was among the gravest of sins. As to whether salvation depended upon complete immersion or sprinkling was the absorbing question in the congregations and it required a smooth politic pastor to keep in the middle of the road and avoid getting into complications. Pastor Jere Dawkins was neither smooth nor politic. He was in doubt as to whether a bath or a light summer shower was the best road to salvation and had his doubts about other matters. He had expressed some opinions which were not entirely orthodox in regard to the snake that tempted Mother Eve to become partial to fruits, and the brethren had also ascertained that he was deplorably weak when it came to the story of the bald-headed prophet, the hungry bears and the naughty children, and much fault was found because he would not swallow Jonah as did the whale. The congregation was much worked up over these shortcomings and many a corn pone, sweet potato pie and slab of bacon was burned in the cooking while the sisters discussed the pastor's fall from grace. The brethren finally hauled him before the conference and this brought his usefulness as a preacher and exhorter, in the piney woods of East Texas, to an inglorious end.

"The parson had made a vigorous defense before the conference; he had not minced words and his listeners felt much cheaper than they had before the meeting opened. Old Bill Nason, who died here a few years ago, highly respected and very wealthy, happened to camp at the same boarding house in which the parson was stopping during the conference and the proceedings of the heresy trial were known to him. Being handy with a gun himself in case of emergency, he naturally loved a man who would put up a fight in self defense and the parson was a man after his own heart. On his invitation Parson Dawkins came to ————ville. To a man who had spent his youth in the tall timber, the prospect at first was not inviting. A hundred miles of treeless, blistering, brown prairie had to be traversed before he reached destination. On his arrival he found there Elkins' Windsor Hotel, a tall board fence covered with a leaky roof and having the reputation of being the worst hotel in Texas; a small general store, a lunch counter, two saloons, a barber shop, a real estate agent and a mis-

cellaneous assortment of dust-covered shanties that served as private residences. Surrounding the town on all sides was the dusty, brown, drouth-stricken prairie, with its scraggy growth of mesquite and cat-claw bushes, and over it all hung a brazen sky which had not been dimmed by a cloud for many a weary month.

"Nearly all the ranchmen were at the annual round-up when the parson arrived, and so Tom Adkins, the real estate agent, incidentally also Commercial Club and general booster, blessed with a fervid imagination and an optimistic temperament, took the parson in hand and promised to do what he could to aid in forming a congregation. Adkins wasn't much of a churchman, but in a week had drummed up a hundred people to attend the first meeting. Two weddings and three baptisms greatly helped to raise the drooping spirits of the pastor. Adkins wasn't afflicted with any excess of piety, but if the building of a church tended to help the sale of town lots and made it easier to secure the county seat at the coming election, the proper thing for a real estate agent to do was to help build a church; that was sound theology from a real estate man's point of view. Starting his subscription list with \$100, which he subscribed and charged to his land company, he called on Levi Rosenbaum, the only merchant in town. Levi owned a good many town lots. He could see a dollar as far off as anybody and also hold on to those he already had, yet he was willing to risk one dollar if there were two in sight that might come back. After a day's deliberation with the two saloon keepers, the blacksmith, Elkins of the Windsor Hotel and the barber, he pledged himself for \$400 cash and three town lots on which to build the church. The others followed suit according to their means. At the end of the week most of the ranchmen came into town. For several hours they were hard to catch, being busy at Levi's purchasing supplies or eating their meals at the Windsor. Late in the afternoon they adjourned to the saloons.

"Several were having a quiet game of poker in the Gem saloon when Adkins and the parson dropped in on them. A jackpot was stewing and it was only between raises and deals that Adkins could get in a word. The quintet at the table were listening, though they were apparently deeply engrossed in the game, and Adkins, who had about given up hope of making any impression on them, was getting ready to leave when Nason, who was one of the

party, suggested that whoever won the jackpot should donate it for the new church building. The other four looked up from their cards, and seeing Nason apparently in earnest, nodded their assent. Most of the players had been hedging, but when the game was finally called it was found that \$200 were available. Simpson, the winner, promptly deposited the money with Levi and Nason added his check for \$200, the three others contributing a like amount.

"Forgetting in his enthusiasm his surroundings, the parson urged at once the immediate organization of the church and before the five poker players fully realized what they were doing they had elected themselves as temporary trustees. Five faro games were going on at the same time in the Gem, but the preliminary organization was perfected then and there and two cattlemen who came in added another \$100 to the church fund. Over \$1,000 more was raised within the next month through the efforts of the trustees, and by additional donations of their own, and within sixty days the church was in course of construction. No set of men ever worked harder than did these trustees, nor did ever men take more pride in their work.

"As Adkins had predicted, the building of the church was the turning point in the fortunes of the village. The church became the common meeting place for most of the people of the county. The social life of the people centered there, and a fine school building, much larger than was needed, was soon after erected. Levi Rosenbaum's merchandise stock was quadrupled and new stores came to the town. Before long it was found that cotton and corn would grow as well here as elsewhere. Before the close of the year the county election was held and the church and schoolhouse greatly helped in securing the county seat. Most of the large brick buildings in town have been designed by Jacob Bock, who built the old church, and as he will be in his office about this time of day, I guess I'd better go and see him. Can't you come along? It's only a short walk."

We soon found Mr. Bock. He was a portly but severe-looking old German, well in the sixties, who looked as if he had never cracked a smile or told a story in his life. When told of the destruction of the old church by fire, his face brightened up a bit. "Vell, vell, I didn't tink dat old church would last dat long. Vy, I superintended de building of it ofer thirty years ago. I always dit haf one ambition, und dat was to make a new blan for dat church. If de congrega-

tion vill take de blan I made thirty years ago, vidout change, I vill go ofer und superintend de building free of cost. I tink I got de old blan somevere, if not, I make a new one. Dat old church lay on my conscience like a nightmare, and I dreamed about it often. So, so, it is gone. I vas afraid my evil deed vould outlive me, but fate is kind to me, und I can correct the vorst mistake I efer made."

Jones inquired how the old church came to be so oddly designed, and Mr. Bock eased up an overburdened conscience as follows:

"Dere isn't much to tell. I came to Texas thirty-two years ago, und as I didn't know a vord of English, vent to San Antonio to look for a job. I am an architect und vorked for von old German rascal two years for \$15 a mont und board. I hat to make all de designs und galgulations, but I vas so green dot it dook me two years to find out dot my work vas vorth more money. Den I got mad und quit und hung out my own sign.

"In tree days I got my first independent job. It vas a blan for a Baptist church in a town sixty miles from de railroad. I made a very fine blan of von imitation Gothic church mit von fine decorated steeple und den I took my book of designs und de blan und vent to dat town to see de deacons. Dere vas only five deacons, but dey made me trouble enough for a dozent. Von deacon he liked the shteeple very much, und tree didn't vant any chincherbreat vork on it at all. De oder deacon didn't care about de shteeple, but said dot de roof vas too shteeple, und de breacher said dat my bulpit was all right for a Catholic church, but not for a Baptist church. De five deacons was rich gattlemen und made a great deal of fuss aboud de blan, und before de meeting vas over dey got to fighting about it. I couldn't swear like dem fellers if I tried for a hundred years. Von got shot in the arm, und de breacher got a black eye vich vas intended for anoder man. I jumped out of der vinder und run to de hotel, but as I couldn't get a stage dat evening I hat to stay in town. De congregation vas getting egcided, too, und I vas very anxious to get back to mine sick vife, vich I haven't got yet.

"About 6 o'clock next morning de deacon vat vas shot in de arm came to my room und asked me if I could make a blan for anoder kind of shteeple. I showed him my design book, und ven he saw de picture of de minaret on a Turkish musk, he vas vild vit delight. 'Dat's choost vat I am looking for; put dat in de blan.' Den came anoder



deacon und told me he didn't like six-cornered or round steeples; he vanted a good hardshell Baptist tower vit four corners. I found von in de book vat suited him egzactly. 'Put dat on de church,' says he, and goes downstairs. Before I could get to breakfast in comes anoder deacon und said he didn't vant no candle extinkwishers on de church, und selecting a high, slender shteeple from de book, he told me to put dat in de blan.

"Vile I vas talking vit dese fellers de stage started for San Antonio und I vas awful anxious to see mine sick vife. Dey notified me dat dey vould hold another meeting dat afternoon. I vent to bed, sent dem my design book and asked to be egscused, as I wasn't feeling vell. Dey nearly had anoder fight, but de breacher he got dem to gompromise, and I got de order to change de blan. I put tree different shteeples und

one minaret on dat church, und I just got de blan finished ven in comes de last deacon und vants de roof changed, und de breacher vouldn't breach unless I changed de bulpit. I changed dem. Und den came de breacher again and insisted dat I put a bath tub in front of de bulpit, und I did dat, too.

"Now for de last thirty years you could find in dat town a vooden Gothic church on a stone foundation, vit a French Mansard roof, a Gothic shteeple, a Turkish minaret, und two oder kinds of shteeples, und a bulpit dat looks like de desk of a chustice of de peace. Dey paid me \$150 for de job, und dey vas so vell satisfied dat dey vanted to put my name on de cornerstone as architect. I paid de stone cutter \$5 to forget all about it.

"A gompromise is a grand ding—sometimes."

## Ten Acres Enough

Panama, Okla., Dec. 1, 1913.

Mr. J. Hollister Tull,

Agriculturist, K. C. S. Ry.,  
Mena, Arkansas.

Dear Sir:—As you requested last week when you were here, I am sending you today a small plan, rudely drawn, of my ten-acre farm.

You asked when here if we could make a living from the ten acres. Of course it requires more to keep some families than others. As you know there are only the three of us, and we have made a very comfortable living so far from our place. We have hardly had a fair showing so far, as we bought here three years ago, while our land was all in prairie sod, and on account of chronic sickness I was not able to do very much work the first year.

I will here give you, as nearly as I can at this time, the amount of stuff we raised this year, also what we will get in cash for our products.

From Lot No. 1—About 18 bushels of wheat which we are feeding to our chickens in the sheaf. We have gathered about 8 bushels seed peas, and had a heavy crop of vines to plow under for fertilizer. Have sown this same lot to Kharkoff wheat again this fall.

From Lot No. 2—We gathered 30 bushels

Hickory King corn which we are feeding to our pigs.

From Lot No. 3 we harvested 180 bushels Nancy Hall sweet potatoes. We assorted these at time of harvesting, and have fed the small ones, about 30 bushels, to the cows and pigs, leaving 150 bushels choice potatoes which bring us \$1.25 per bushel. We also used the tops as cow feed.

From Lot No. 4 we canned 1,040 No. 3 cans of choice tomatoes, for which we readily get \$1.25 per dozen. From this lot we also put up 75 quarts of preserves, a part of which we sold at 25c a quart, and ten gallons of pick-a-lilli for our own use.

From Lot No. 5 we raised a nice stock of German millet hay, which we will use for cow feed this winter. After cutting the hay we sowed this lot to rye, which we are now using as a chicken and calf pasture.

From Lot No. 6 we have pastured one cow and one yearling heifer.

Lots No. 7 and 8 are used for chickens. Lot 8 is now in rye for winter pasture.

From Lot No. 9 we cut two cuttings alfalfa hay then used it for a hog pasture.

No. 10 is our barn lot.

No. 11 is a ten-foot driveway through the place.

No. 12 was set to Marceau blackberries last spring, which are looking fine.

No. 13 is our orchard, which was set out

three years ago this winter. In this we have a variety of apples, peaches, pears, plums, cherries, apricots, quince and nectarine.

No. 14 is our garden spot, on which we raise all kinds of vegetables. In this lot we also have ten assorted grape vines, from which we gathered over ten bushels of fruit this year.

On No. 15 stands our house, with shade trees and shrubbery planted in profusion.

No. 16 is used as a truck patch, but I now have it seeded to alfalfa.

Now to sum up everything, and show you our cash returns:

From Lot No. 3. Sweet potatoes ..	\$150.00
From Lot No. 4. Tomatoes, preserves, etc. ....	120.00
From Lot No. 6. 1 yearling heifer.	40.00
From Lot Nos. 7 and 8. Eggs and chickens, about .....	212.50
From Lot No. 9. 2 300-lb. pigs, 600 lbs., at \$7.50 .....	45.00
From Lot No. 14. About .....	10.00

\$577.50

Part of the above is estimated, as from Lot No. 6 we have a standing offer for the yearling, and in same lot we have a 6-months-old calf that we have not taken into account.

From Lots No. 7 and 8 we still have one month yet which will perhaps run our sales above the estimate.

In Lot No. 9 we have one hog that we are fattening, and five pigs that are not included in the above.

I have also placed the sweet potatoes at \$150.00, or \$1.00 a bushel. We have already sold half this amount and have about 100 bushels stored.

In addition to the above we have canned fruit, vegetables, potatoes, peanuts, popcorn, hay, wheat, corn, etc., etc., to do us all winter.

We will ship a barrel of lettuce to Kansas City tomorrow, and will sell spinach and other stuff from Lot No. 14, which perhaps will run the sales from this lot to about \$20.00.

I haven't had a chance to see our professor and the school board yet in regard

to the poultry entertainment, but will make an effort to do so within the next few days.

Oh, yes, my wife tells me that I forgot to include the milk and butter in the above. Well by Jan. 1st, 1914, it will amount to about \$55.00 or \$56.00, which would make the total \$632.50.

Yours very truly,  
A. BURKETT.

1 70' x 500'		12 160' x 130'	
2 130' x 500'		13 220' x 130'	
3 130' x 330'	4 130' x 170'	14 130' x 130'	
5 50' x 500'		15 60' x 130'	
6 260' x 340'	7 75' x 160'	16 70' x 130'	
	8 75' x 160'		
	9 100' x 135'		
		10 100' x 25'	

No. 1.—Fall wheat. Planted to cowpeas after wheat was harvested.

No. 2.—Corn. Cowpeas planted between rows.

No. 3.—Sweet potatoes. 180 bushels harvested.

No. 4.—Tomatoes. 1,040 No. 3 cans, 75 quarts preserves, etc.

No. 5.—German millet, and sown to rye after harvest.

No. 6.—Cow pasture.

No. 7.—Chicken lot.

No. 8.—Chicken lot.

No. 9.—Hog pasture.

No. 10.—Barn lot.

No. 11.—10-foot driveway.

No. 12.—Blackberry patch.

No. 13.—Orchard.

No. 14.—Vegetable garden.

No. 15.—House and lawn.

No. 16.—Truck patch.



## Sulphur Springs, Ark., a City of Residences

On the western slope of the Ozark Plateau, at an altitude of one thousand feet, in a small valley surrounded by high, wooded hills, lies the city of Sulphur Springs. It is well protected from the winter storms coming from the west and the north by the surrounding high ridges, which also afford protection against hurricanes which occasionally afflict prairie regions.

As a place of residence it is very desirable, having the advantages of a Southern climate. The air is pure and invigorating and the numerous streams are clear, running over clean, gravelly bottoms. The hilly contour of the country insures perfect natural drainage, and there are no stagnant waters, mosquitoes or malaria. By reason of the peculiar local topography, there is good air drainage, and the nights are always cool, due to constantly moving gentle breezes.

The most attractive feature about Sulphur Springs is a beautiful park of about thirty acres, fronting on which are the business houses and several hotels. Along the eastern edge of the park is a lake formed by building a dam across Butler's Creek, and here is a boat and bath house for those who enjoy water sports. On a small island in the lake, are bowling alleys, billiard tables and dancing and skating pavilions.

In the park is a group of medicinal springs, famous for more than half a century because of their healing properties. The several springs vary in the composition of their waters and are used in various ways. The waters of the White Sulphur Spring and the Black Sulphur Spring are used extensively for the relief of liver disorders, abdominal plethora, malaria, rheumatism, gout and kidney disorders. The Iron Spring is credited with being highly beneficial in complaints peculiar to women and in cases of general debility. The Lithia Spring is used daily by all visitors and residents. It is a well known fact that this water is good for stomach troubles, rheumatism and kidney disorders and many have located permanently here solely for the purpose of using this water. It is bottled and shipped in large quantity by the Sulphur Springs Mineral Water Company and is used in many of the larger cities. The virtues of these waters are attested to by many hundreds of people who have systematically used them.

About one-half million dollars have been

expended in Sulphur Springs for improvements during the past five years, and the population has increased from about four hundred to about twelve hundred. The improvements made have been substantial in every way. Many very attractive homes have been built, surrounded by well-kept lawns, and the streets are well graded, clean and sanitary, and bordered by broad concrete walks. Shade trees are found along every street.

The hotel accommodations of Sulphur Springs are ample for all purposes, and five hundred people could be comfortably housed and provided with meals at any time. The White Sulphur Hotel is equipped to entertain two hundred guests. It is strictly first class, new, modern, with electric lights, steam heat, hot and cold water and rooms *en suite*. The hotel grounds occupy an entire city block, and the elevation is such that the whole town of Sulphur Springs, including its park, is in view from the hotel veranda. It is equipped with a complete bathhouse, and every known kind of bath, including massage, can be had. Every modern electrical and artificial appliance to aid in individualizing each kind of a bath and treatment for every condition has been installed.

In addition to this fine modern hotel there are nearly a dozen hotels, boarding houses available for guests, as well as cottages furnished for light housekeeping.

During the summer months large numbers of visitors come from the South and from the larger cities in Missouri, Kansas and Oklahoma, some to spend the week's end here, others to remain during the entire summer. Many Southern families rent cottages for the whole season. Sulphur Springs is an ideal resort for women and children. The shady, cool park offers a delightful playground for the children and a quiet resting place for the women. The resident ladies have their clubs for social intercourse and entertainment and endeavor to make the visitors comfortable and to feel at home. The Civic Improvement Club, a ladies' organization, maintains a library of 600 volumes, assists in beautifying the city, entertaining visitors, etc., etc.

The country surrounding Sulphur Springs is one of unusual beauty, and early morning walks over the hills, through orchards, truck gardens and berry patches, across mountain brooks, past bubbling springs,

rapidly running brooks and oddly formed rock formations are among the most pleasant diversions. The scenery within a radius of six miles is magnificent, and excursions on horseback, by buckboard, carry-all, automobile or buggy can be made every day, and there is enough diversity in the landscape to keep one interested a full month, while driving to some new point each day. Bathing, boating and fishing can be indulged in at many places.

The permanent population of Sulphur Springs is now about twelve hundred, and during the summer season is much larger. The summer excursions bring in several thousand who come for a week-end outing. The winter visitors, who come from Nebraska, Kansas and farther north to escape severe cold weather, generally remain three or four months and often longer. The winter generally is mild, though last year it snowed twice and twice the thermometer went to zero early in the morning. Outdoor exercise is practicable every day in the year, including an occasional frosty morning or a rainy day.

Comparatively little fuel is needed, and fuel costs very little here, if one desires to engage in light housekeeping. Provisions are reasonable in price, and one can live as economically as desired. Hotels and boarding houses offer board and lodging from \$6 to \$12 per week, and furnished houses can be rented for from \$12 to \$20, fully equipped.

The Presbyterians, Methodists and Baptists have strong organizations and each has a church building, the Methodist church being recently completed. A fine stone and brick school building, heated by steam and equipped with modern appliances, has just been completed, at a cost of \$15,000. The railway station, a very attractive building, constructed of stone and concrete stucco, cost \$15,000. The city has a municipal water works and electric light plant which cost \$26,000. Several new cottages and bungalows, equipped for light housekeeping, are under construction. Real estate can now be purchased at reasonable prices and, if built upon, will make good returns on the investment in a very short time.

The country surrounding Sulphur Springs is a succession of fertile valleys adapted for dairy and general farming, stock raising, etc. The sloping hillsides are adapted to fruit, berry, truck and grape growing. Poultry raising is profitable and the dairy business offers unusual inducements. Alfalfa does well here, and the grazing is good nearly all the year round.

In the local market the demand for poultry, eggs and butter is always greater than the supply.

The profits from strawberry growing have been large. Mr. W. W. Kerlin netted \$704.37 on an investment of \$1,000 in one year from the crop of berries on eight and one-half acres, and he states that 500 crates of berries went to waste for the lack of crates and pickers. Mr. B. H. Dodd netted \$225.30 from three acres of cantaloupes and \$501.37 from three and one-half acres of strawberries. Land suitable for fruit and berry growing can be purchased for \$15 to \$25 per acre.

This county—Benton county—leads the world in the number and value of its apple crops. The apple crop for one season in this county alone amounted to over two million dollars. The grape industry is just starting around here. It has proven highly successful in other parts of the county and has netted growers from \$150 to \$200 per acre. The grape grows on the cheap hill-land and is a sure crop in this climate. A tract of from ten to twenty acres set in grapes, strawberries and fruit, with a few chickens, will make an investment which will realize as large returns as forty acres of the finest corn land in the great corn belt.

With all these natural advantages, Sulphur Springs is within two hours' ride of Joplin, Mo., four hours of Fort Smith, seven hours of Kansas City, and only nine hours from St. Louis. All these cities furnish large numbers of tourists and homeseekers.

We have already built a mile and half of turnpike road to the state line of Missouri, where it will tap the interstate rock road extending from Kansas City south through Joplin, Neosho to state line, furnishing one of the finest automobile roads in the West. This will mean several hundred motorists will visit us next season.

A tourist who had traveled all over America and had grown tired of ocean travel summed up the whole thing in these words. He said: "I have visited most of the famous resorts of the world, but for natural beauty, local surroundings and waters with real merit, I have found none possessing superior qualities and possibilities than Sulphur Springs."

Sulphur Springs has a wide-awake and energetic Commercial Club which will gladly furnish literature concerning the city and surrounding country. Write for hotel rates, analysis of the waters or any industry you may be interested in.

S. O. WHALEY.



## Northwest Arkansas Apple Crop

The 1913 apple crop of Northwest Arkansas again demonstrates the fact that we have a favored section for this, the "king of fruits." The year opened auspiciously, the growers co-operating with nature by using more fertilizers, cover crops, doing more spraying, proper pruning, etc. In May the worst blight ever experienced in the Ozark country visited the apple orchards, damaging the young orchards of Grimes Golden, Jonathan and Transparent, quite seriously and nearly all sections of the country suffered much worse than this section.

On August 1st, one of the worst drouths that ever visited Kansas, Oklahoma and the Central states, made its appearance. What followed is familiar history, but the Ozarks of Northwest Arkansas escaped the worst of it. Orchards that had been well cared for resisted the hot weather to an amazing extent. When the rains of September began, the apple stems were sun-dried in neglected orchards and to a certain extent in all, but in those orchards where the growers had been spraying, cultivating, etc., the fruit was in condition to receive the unusual amount of nourishment, and with cool nights and other favorable conditions, the apples filled out, took on color, and some of the finest fruit ever grown is the result. While the yield is more than was hoped for in September and October, the apple crop in general is short and prices are higher than last season. Ar-

kansas apples will therefore go far toward supplying the demand for this fruit.

A better pack is the rule this year in this section, more so than ever before because the growers are finding out that it pays to raise clean fruit and give the consumer a commercial pack.

Apples of good quality are bringing \$3.00 to \$3.50 per barrel, and \$1.25 to \$1.75 per box, f. o. b. shipping points. Windfalls sold at 50 cents per bushel to the evaporators, vinegar and cider plants. The total yield of Northwest Arkansas will run about 2,000 cars.

These figures do not include apples hauled direct to cold storage nor the great quantities sold to the evaporators, cider and vinegar plants and home consumption. Express shipments have also been heavy, and we believe two thousand cars of apples is a conservative estimate for the 1913 crop.

Up to November 25th, 1913, the apple shipments from various points have been as follows: Amoret, Mo., 8 carloads; Neosho, Mo., 2 carloads; Goodman, Mo., 3; Anderson, Mo., 3; Lanagan, Mo., 15; Gravette, Ark., 12; Gentry, Ark., 25; Siloam Springs, Ark., 33; K. C. & M. Ry., 137; Rogers, Ark., 194; Centerton, Ark., 86; Hiwassee, Ark., 5; Fayetteville, Ark., 45; Winslow, Ark., 1; Avoca, Ark., 136; Cassville, Ark., 2; Seligman, Ark., 5; Garfield, Ark., 18; Lovelle, Ark., 58; Springdale, Ark., 218; Fanning Crossing, Ark., 3; Prairie Grove, Ark., 7; Summers, Ark., 1; Bentonville, Ark., 255; Lincoln, 16; Johnson's, Ark., 22, and West Fork, Ark., 5 carloads.

## Waldron and Scott County, Arkansas

Waldron is the county seat of Scott County. Its altitude is 700 feet above the sea level. Its population is about 1,600, and in Hickman township, including the town, it is about 3,000. Waldron is the present terminus of the Arkansas Western Railway; is reached by way of Heavener, Okla. Waldron is 370 miles south of Kansas City. It is substantially built and has twenty-three brick and stone business buildings, most of them two story; five churches, the Waldron High School, a commodious 8-room, 2-story building, and numerous attractive

dwellings. The commercial interests are represented by two banks, with an aggregate capital and surplus of more than \$100,000 and deposits of nearly \$400,000, and thirty or more business houses, dealing in all lines; five hotels, two lodge and assembly halls, a public library, two telephone companies, a gas company, bottling works, flour mill, two cotton gins, three grist mills, a brick yard, two sawmills, planing mill, shingle mills, etc., etc., canning factory and a good weekly newspaper.

Scott County is one of the middle west-

ern border counties and its altitude is from 600 to 2,750 feet. It is divided into three separate valleys—the Petit Jean in the north part, Poteau in the middle part and Fourche in the south part of the county. These valleys are known by the names of the creeks that flow through them. The first is from two to five miles wide and the land consists of the rich bottom, level upland, undulating ridge lands and hill or mountain lands. The bottom lands are rich in productive qualities and produce abundant crops of grain, grasses and cotton. The uplands are on an average smooth and easy to put in a state of cultivation and for production is but little behind the bottoms. All kinds of products grow here that are peculiar to this climate, such as corn, cotton, grasses of all kinds, berries of all kinds, potatoes, both Irish and sweet; as much as 300 bushels of the yam variety are known to have been produced from one acre of land, and this variety of potatoes sells at \$1.00 per bushel.

The tablelands produce grains of all kinds, peaches, berries, melons and cotton, while the high mountains are good for apples, onions, grapes, melons, Irish potatoes and the production of honey. These lands range in prices from \$5 to \$50 per acre in accordance with improvements.

The tax rates in Scott County are as follows, to-wit: State, 6½ mills; county, 5 mills; road, 3 mills; school, 3 to 7 mills, owing to the necessities of the district.

The property of the county is supposed to be assessed at 50 per cent of its cash value. So it is easy to see that the tax rate is low and will oppress no man and there is no probability of the rate being materially raised since the county is out of debt and has a new court house and a good jail.

The taxes of the county are spent principally upon her roads and schools, and that being generally true throughout the state, together with the use of other school funds, Arkansas is enabled to surpass many of the stronger states in the salaries paid to the teachers in her rural schools and her pride is that there is a public school every three miles throughout the county. Likewise

churches of all the well known denominations are to be found everywhere as well, so that no city of the state is so large and wicked, nor forest so dense and secluded, if people are there, but what the gospel call is heard from the faithful minister of Christ.

#### The Climate and Healthfulness of Scott County.

This is a modified climate from that of Kansas and north Missouri of some twenty degrees in the winter, with no hotter days in the summer and cooler nights in which to sleep owing to the effect of our nearby mountain ranges. So, when the thermometer is twenty below zero in Kansas and north Missouri it is scarcely as low as zero here, and when the snowstorm rages in such states as Kansas, Missouri and Illinois, and the telephone and telegraph poles are down with ice and sleet, we here in Scott County, Arkansas, pass through a little unpleasantness with rain or falling snow, but all usually passes away with the coming of another day to give place to the friendly sunshine.

The healthfulness of Scott County, for anyone that will observe the most ordinary precautions, cannot be doubted when one stops to consider that it lies on the crest of a water shed and every water system flowing through the county has its head waters in the county, some flowing east and some flowing west, so that we have almost no stagnant water in the county and the minimum of overflow land. To know that this is true one has only to look on any good map as to the sources and directions of the flow of the different streams of the county and then come and see her rosy-cheeked young men and maidens and happy families with children.

Therefore, we believe that we are safe in claiming that Scott County, Arkansas, offers greater advantages to the man who wants a good home, among good people, in a congenial climate, where he can make a good living with a reasonable outlay of labor than any other part of the country offers, for nature has surely smiled on these parts, besides there are only three negro families in the county, and the saloon and whole liquor traffic is outlawed forever.



## Mineral Wealth of Louisiana

Salt was made by the "Natchitoches" Indians and used by them as an article of barter with the neighboring nations before the white man invaded Louisiana. What is known as the Drake "Salt Works," about thirty miles from the present city of Natchitoches, is believed to be the place in which these Indians obtained their supply. These salt pits were worked for salt until the close of the Civil War, when the more economic methods of making salt elsewhere caused all operations to cease.

Rayburn's Salt Works, eight miles from Bienville, more distant from the earlier settlements, were not opened until 1840. They became extremely popular during the Civil War and were worked very extensively. After the war work was discontinued, but evidences of former activities are everywhere visible.

King's Salt Works, on Cotton Bayou, have a similar history to Rayburn's—a contemporaneous birth, development and death.

Price's Salt Works, Bistineau Salt Works, on Lake Bistineau; Sabine works, on Sabine River, in Sabine Parish; salt wells on Catahoula Lake and saline springs near Negreet Bayou, have all been utilized in the past for the manufacture of salt.

But the most important salt deposits of the state are to be found in the five islands on the coast.

As early as 1791, salt was made from brine springs on Petite Anse (Avery's) Island. In 1862 large deposits of very pure rock salt were discovered, and since that time this island has furnished hundreds of thousands of tons of salt. Over three hundred tons of salt are daily mined at the present time on this island, and the most improved machinery used for preparing it for market.

In 1895 salt was discovered on Cote Carline (Jefferson's Island), the auger going 1,800 feet through pure salt. Though this wonderful development was made by boring, no attempt has as yet been made to utilize it.

In December, 1896, salt was discovered on Belle Isle.

In the summer of 1897 salt was discovered on Grand Cote (Week's) Island.

In thickness and purity these salt deposits outrank any yet known in this country and

rank third, if not second, in the great salt deposits of the world.

### Salt Beds Found.

In boring for oil near Anse la Butte, immense salt beds of pure salt have been penetrated, at depths of 200 feet or more from the surface. In fact, it may be positively stated that there is already in sight salt enough in Southwestern Louisiana to supply the markets of this country for an indefinite period. Add to the great extent of these salt deposits, the known purity of the salt and ease with which it can be mined, and the great value to the state can easily be estimated. Some day, after the numerous railroads now penetrating Louisiana from the north to south shall have been completed and well equipped, the numerous salt outcrops of North Louisiana, already mentioned, will again be worked with profit.

The richest mine of sulphur in the world occurs in Southwestern Louisiana, at Sulphur City, in Calcasieu Parish. It is now shipping over 500 tons of sulphur daily, and will, it is said, increase this output in the near future to 1,500 tons.

### Great Sulphur Mine.

From borings made by the company now working this mine, at least forty millions of tons of sulphur underlie their lands. A novel process for working this sulphur prevails. Superheated water is forced through a pipe into the sulphur. This water melts the sulphur, which, being heavier than water, falls to the bottom and is pumped up in a liquid condition through a smaller pipe, enclosed in the larger one, through which superheated water is forced. The melted sulphur is drawn into tanks, where it solidifies. After solidification it is broken up and shipped. No more attractive sight could be desired than to see several acres of solid sulphur, five to eight feet thick, adjoining the works at the Union Sulphur Company. The presence of this vast bed of sulphur justifies further exploitation in this section of the state for this valuable mineral, and hopes are strongly entertained that some of the many borings for oil in this section will reveal valuable beds of sulphur.

Limestones and marbles outcrop at Winnfield, Coochie Brake, Bayou Chicot and other places in the state. All of these outcrops can be easily used for the manufacture of lime, since analyses show them to be nearly pure carbonate of lime. Much of this lime-

stone can be used for building purposes.

Below the surface this limestone passes into blue and white banded marble, susceptible of an excellent polish. It is believed

that when these beds are thoroughly exploited, marble of excellent quality can be obtained. Samples are to be found in the Louisiana Exhibit in New Orleans.

## Neosho, Missouri, as Described by Its Commercial Club

Five thousand enterprising, healthy, energetic people have made Neosho the most attractive city in southwest Missouri. Four banks on a substantial basis speak well for the financial stability of its up-to-date establishments.

### Educational Facilities.

Four splendid schools, with a force of well trained instructors, look after the education of Neosho's happy children. More than \$100,000 are invested in city schools. In the near future an additional high school building will be erected to accommodate the children of Neosho's steadily growing population. Great care is exercised to secure the best teachers available.

### Distributing Center.

Newton County, of which Neosho is the county seat, has a population of 30,000. Other towns and trading points are Aroma, Berwick, Cartmell, Christopher, Diamond, Granby, June, Newtonia, Racine, Ritchey, Saginaw, Spurgeon, Stella, Stark City, Sweetwater, Tipton Ford, Wentworth, Fairview, Spring City, Hornet, Dessa and Park.

### Beautiful Homes.

Scores of fine, modern homes, miles of good streets and cement walks, stately trees, modern business houses and beautiful churches all go to stamp Neosho as a town of municipal taste, and its people as home lovers and home builders.

### Up-to-Date Establishments.

The business men of Neosho are the most modern in their ideas of any town in the state. Neosho's stores are the neatest and cleanest, show windows more attractive and stocks better kept than in any town of its size in the Southwest. It might be added that Neosho carries larger and better stocks than many towns much larger, for the excellent reason that the patronage justifies it. It is not too much to say that solid thrift, sensible progress and modern business ideas find a larger outlet here than in any neighboring town twice the size of Neosho.

### Railroad Facilities.

Newton County is practically in the southwest corner of Missouri and touches both the Kansas and Oklahoma state lines. Rail-

roads traversing the county and county seat are the trunk lines of the Frisco, Kansas City Southern, Missouri Pacific and Missouri & North Arkansas. Three railroads serve Neosho. Only a night's ride to St. Louis and but a seven-hour ride to Kansas City. Its close proximity to two such important markets and trade centers makes Neosho a point of inestimable importance. The Missouri & North Arkansas railroad runs in a southeasterly direction from Neosho across the state of Arkansas, reaching the Mississippi river at Helena.

### Natural Resources.

Water, clear and abundant, is found everywhere. In addition to its regular water supply, Neosho has within its limits nine sparkling springs and eight artesian wells, furnishing an abundance of water 100 per cent pure. The rich and well-watered valleys of Newton County recommend it highly as an ideal dairy country. Among the more extensive shipments from the county are horses, mules, cattle, hogs, poultry, butter, eggs, wheat, corn, oats, vegetables, strawberries, apples, peaches, raspberries and cantaloupes, also canned fruits and vegetables. During the strawberry season of 1913 approximately 250 cars of choice strawberries were shipped out of Neosho. In almost every portion of the county grapes are being cultivated with wonderful success. At the recent Harvest Show held in Neosho, and which, by the way, was truly remarkable, Mr. Ernest Jaeger exhibited forty-nine varieties of grapes. One vineyard, comprising forty acres of Moore's Early grapes, netted the owner, Mr. R. B. Rudy, approximately \$200 per acre.

### Water 100 Per Cent Pure.

Pure water, which is one of the essentials of life for man and beast, is found here in superabundance. Where can you find water equally as good as the pure water found in Newton County, and particularly in and around Neosho? One of the largest and most beautiful springs of Southwest Missouri is practically in the center of the city of Neosho.



### Government Institution.

The United States Fish Hatchery is within the limits of the city of Neosho. The inexhaustible supply of pure spring water was regarded as an inducement for the Government to locate its hatchery at this point.

### Apples.

All the popular varieties of apples are successfully grown. The Jonathan and Grimes Golden apples exhibited in Neosho were unexcelled, and can compete with apples in any part of this country. The rich color and delicate flavor of Newton County's fruit is being recognized in Eastern markets.

### Mineral Wealth.

Newton County abounds in mineral wealth. Lead and zinc ore is found in many parts and zinc mining is an established industry. Rich beds of tripoli are located in the western part of the county and is one of the promising industries of this section of the state, as tripoli deposits are found in but two parts of the world.

### Thrifty Citizens.

The native population of Newton County is combined with a large element of thrifty Germans, Swiss and Irish citizenship. The land is about half prairie, and both it and the timber land are gently rolling. The land, which was once regarded as useless, is perhaps the most valuable asset in the county. It has no superior for the production of luscious strawberries and delicately flavored fruit.

### Small Tract Farming.

Land values in the vicinity of Neosho are reasonable. Farming and fruit raising are becoming intensive. The Fourth Annual Harvest Show of Newton County demonstrates that here is being produced corn and wheat and vegetables that will take the blue ribbon anywhere. Small tracts are be-

ing handled by individual owners successfully, especially in the cultivation of fruit.

### Building Activities.

In the past twelve months fully \$100,000 have been expended in the city of Neosho in the erection of modern homes and business buildings.

### Well Bred Live Stock.

Percheron and driving horses, Holstein and Jersey cattle, hogs and sheep of recognized breeds are being raised in all parts of the county. The Newton County Live Stock Boosters' Association is organized for the purpose of making Neosho the central and distributing point of high grade live stock, and already their efforts are being rewarded in the production of animals of high merit.

### Good Roads.

Within the past year over \$40,000 have been set aside for the construction of good roads. Neosho ere long will be the hub of a network of matchless roads.

### A Place to Locate.

Neosho has many things to offer for your consideration. Nature has done much to make it an ideal spot. A healthful climate, pure water, a maximum amount of sunshine, and an elevation that makes summer nights comfortable for sleep.

### Prospects.

Southwest Missouri, especially that portion on the southern slope of the Ozark uplift, particularly Newton County, is destined to make wonderful strides in the next five years.

We want, we need, we invite people with ideas and enterprise.

Write the Secretary of the Neosho Commercial Club for any information on any business or enterprise in which you may be interested.

## Took a "Rise" Out of Her

In that small New England village we took our religion hard. The modern affable preacher who delivers humorous sermons then had no prototype.

One cold Sunday, mother, Brother Tom and I started early to church as mother wished to stop on the way and inquire about an ill neighbor. She found Mrs. Taner much better and stayed to chat a minute. Mother complained that her bread had not been "raising" properly. As Mrs. Taner had had no trouble, she insisted that mother take a piece of her sponge to start her

bread in the morning. She wrapped the dough in a clean cloth and tucked it into mother's pocket.

We found father already in our pew at church, and the redhot stove nearby was making the air fairly palpitate with heat. After the anthem, the old minister offered his usual long prayer. My eyes, though properly cast down, roved, childlike, in search of distraction and descried a strange lump on mother's lap, which enlarged even as I gazed. I nudged mother gently and pointed to the lump. Her hand went into

her pocket and found that the heat of the room and of her body was making that sponge rise.

Fingers in her pocket, she began working frantically to keep the sponge down. Tom was beginning to giggle and I was silently convulsed. Father looked very stern and mother still busily kneaded, working until her fingers were powerless. "Elizabeth," she whispered, "put your hand in my pocket and work that dough." My frail left hand worked to poor effect—that lump did not diminish.

We were panicky, even hysterical, ere the minister arose and read from First Corinthians: "Know ye not that a little leaven leaveneth the whole lump? Purge out, therefore, the old leaven, that ye may be a new lump, as ye are unleavened."

Through these and two more verses about leaven, mother worked at the sponge, kneading and kneading.

The hymn announced, brought us to our feet, still kneading; and when the congrega-

tion began to sing, "I Need Thee Every Hour," Tom's laugh and mine were mercifully drowned in the volume of sound. Mother hysterically worked in time to the chorus of: "I need Thee, oh! I need Thee, Every hour I need thee."

Tom and I were well nigh helpless, but under father's stern eye, we managed to compose ourselves a little for the sermon. When the dear old minister announced this text, however: First Samuel 21:4—"There is no common bread under mine hand, but there is hallowed bread," Tom and I, howling and doubled over, as in an agony of cramps, rushed madly down the aisle and out of the door. Mother, hurriedly donning her great cape, followed, her face twitching as in great alarm; and father in real alarm followed her.

We had to tell father, of course, but it was not until years later that any others knew we had not taken suddenly and violently ill that cold Sunday morning.—Elizabeth Whitford.

## Port Arthur's Progress in 1913

During the past year the city of Port Arthur has constructed 110,000 square yards of shell macadam street paving and 34,365 square yards of asphalt street paving. To cover the cost of this work the city voted a bond issue of \$100,000. Property owners were charged with two-thirds of the cost of construction, making a total of \$300,000 expended.

The city has purchased the water system at a cost of \$140,000, and for the location of the present water supply, 200 acres, seven miles from the city, there was paid \$37,000. Two wells were constructed on this property at a cost of \$12,000. These wells have a daily flow of 1,159,000 gallons. A conduit of California redwood was constructed from the wells to Port Arthur at a cost of \$125,000. The city water mains are now being extended and improved at a cost of \$20,000.

The city purchased the sewer system at a cost of \$123,000. This system is now being extended at a cost of \$20,000.

A new city hall has recently been built at a cost of \$20,000.

A new fire station has been constructed and additional equipment provided for the fire department at a cost of \$10,000.

A year ago the drainage system was completed at a cost of \$50,000. There are now

three pumping stations being operated by electrical power. These plants have a capacity of 3,500,000 gallons per hour.

The city has expended \$33,000 for sidewalks and curbing.

Thirty thousand dollars has been provided for improvement of the city jail and more completely equipping the sanitary department.

A gas plant has been constructed by private parties at a cost of \$100,000.

The building permits for the past year amounted to \$322,814.

Contracts have recently been let for the construction of three brick and concrete buildings to cost \$70,000.

Funds have been provided for improvement of the city parks, which extend along the lake shore, and these parks will be wonderfully improved within the next twelve months.

Funds have also been provided for a large amount of additional sidewalk and street paving, which work will be completed during the coming year.

The commerce of the port in the past fiscal year was: Exports, \$25,254,482; imports, \$2,284,104; coastwise, \$21,465,000; total, \$49,003,586, an increase over the preceding fiscal year of \$6,629,555.



town which for only 20 years of existence, has no superior in this part of the world—and there is no part of the world any better. Two things for the absence of which we are blest, are saloons and negroes; neither is tolerated here.

Much more might be said of Gravette, but suffice to say to our readers elsewhere: Gravette maintains a Commercial Club, which will furnish anyone with desired information. The News Herald assumes responsibility for the information above given.

## Beauregard Parish, Louisiana

Until the year 1912 the territory now embraced in Beauregard Parish was a part of Calcasieu Parish. During that year the legislature divided Calcasieu Parish, which had an area in excess of three thousand square miles, into four parishes, of which Beauregard is one. The new parish includes approximately twelve hundred square miles and is located in the northwest corner of the old Calcasieu Parish. The present population is about fifteen thousand and the assessed valuation of taxable property is \$8,000,000. The parish has about nineteen railroad stations, a dozen or more of which are towns varying in population from one hundred and fifty to thirty-five hundred. The aggregate town population is between eleven and twelve thousand and the majority of the townspeople are interested in one way or another in the dozen or more saw and planing mills operated in the parish. The indebtedness of the parish does not exceed \$20,000, which, compared with the assessed valuation of \$8,000,000 is next to nothing. The public school system is very good and is constantly being improved upon. A new high school, costing \$60,000, was recently completed. De Ridder, the judicial seat of the parish, is 690 miles south of Kansas City and 97 miles north of Port Arthur, Texas.

The new parish is traversed by the Kansas City Southern Railway and the Lake Charles & Northern Railway, both running north and south, and the Gulf, Colorado & Santa Fe Railway running east and west by way of De Ridder, and besides these there are six or more lumber tram lines connecting the dozen or more immense sawmills with the main lines of the railways. The altitudes in the parish range from 125 feet on the southern edge to 250 feet, and owing to the rolling contour of the ground the parish is naturally well drained. The drainage of the parish flows into the Sabine River and its tributaries to the west and into the headwaters of Houston Bayou and Calcasieu River to the east. Vernon Parish forms the northern boundary; Allen Parish adjoins Beauregard Parish on the east, and south is the new Calcasieu Parish; on the west is the Sabine River, which separates it from Texas.

Beauregard Parish presents one of the most unusual conditions to be found in the United States today. Here we have the primeval forest adjoining great stretches

of land denuded of timber, yet covered with an abundant growth of grass, long gentle slopes, strongly reminding one of the virgin prairie lands of Illinois and Iowa before they were cut up into farms. Scattered through this forest area are a number of farms, some of which have been in cultivation for more than sixty years. The timber, still standing is the finest long leaf yellow pine in the United States. It grows on the low ridges and rolling land, having usually a dark sandy loam underlaid with a red clay subsoil. There is practically no undergrowth in the pine forests, and clearing in the cut-over areas is not a difficult proposition, the cost being between eight and ten dollars per acre. In the numerous creek and river valleys the forest growth consists of various kinds of hardwoods with white oak and red oak predominating. These valley soils are as rich as any soils in the state, and in actual cash revenue yield about twice as much as would an equal acreage of the best lands in any northern state. It is not an untried country from an agricultural standpoint, nor has it been tried and found wanting, for small farms, somewhat few and far between, are found in all parts of the parish, and on them can be found all the crops of the middle west as well as those more peculiar to the milder south.

The ordinary field crops obtained are in quantity and quality about the same as in the adjoining parish of Vernon, say from twenty-five to one hundred bushels of corn, from forty to sixty bushels of oats, from one-third to one and one-half bales of cotton, from ninety to one hundred and fifty bushels of Irish potatoes, from one hundred and fifty to two hundred and fifty bushels of sweet potatoes and from one to three tons of hay. All the forages grown in Louisiana are also grown here with equal success, and live stock of all kinds is profitably raised. The ordinary field crops comprise corn, cotton, oats, Irish potatoes, sweet potatoes, peanuts, cowpeas, sorghum, ribbon cane, etc., and more or less commercial truck, such as onions, cabbages, melons, cantaloupes, strawberries and vegetables, harvested during the winter months and early in spring. Peaches, strawberries, plums, grapes, satsuma oranges and figs are found on most farms and are highly profitable. As in other parts of the Gulf Coast country, the land is never allowed to be idle, but several crops

are successively harvested from the same land. A description of how the crops are handled on one farm will illustrate how a majority of the farms in the parish are cultivated:

The Matthews farm near De Ridder in 1912: A crop of oats sown November 1, 1911, pastured until March 1, 1912 and harvested May 1, yielding a little over sixty bushels to the acre. Three acres planted to corn April 23, gathered first week in October, made 195 bushels. One and one-half acres planted to corn May 23, gathered first week in October, made 120 bushels. Four and one-half acres planted to corn May 27; gathered first week in October, made 226 bushels. Three and one-half acres planted to corn June 5 and 6; this field had speckled peas planted with the corn, every alternate hill being peas. The peas were gathered first week in September, made 60 bushels and sold for \$2 per bushel. The corn averaged 35 bushels per acre, but before the corn was planted a crop of oats had been harvested.

One and one-half acres Irish potatoes were planted February 25 and 26; dug first week in May; made 125 bushels to the acre and sold at one dollar per bushel; 200 pounds of cotton seed meal per acre were used in growing this crop. After the potatoes were dug, water melons were planted without using any additional fertilizer; \$200 worth of water melons were sold from the field and the remainder—several wagon loads—were fed to hogs. One acre of Irish potatoes planted August 20, yielded 100 bushels per acre; 150 pounds commercial fertilizer being used on this field. One and one-half acres of sweet potatoes were planted July 2 to 8. The crop made 240 bushels per acre.

On the Loftin farm in 1912, four and one-half acres planted to cotton made  $\frac{7}{8}$  of a bale of cotton per acre; six acres in corn yielded 41 bushels per acre; the Irish potato fields have been followed each year with sweet potatoes, which have averaged for the past seven years 175 bushels per acre. Cow peas have been grown after the oat crop each year and have been either grazed off or cut for hay. When cut for hay the yield has been from one and one-half to two and one-half tons per acre. Ribbon cane has been planted each year in amount varying from one and a half to three acres; the lowest yield in the past seven years has been 250 gallons per acre and the highest 430 gallons per acre. The average selling price has been fifty cents per gallon and the average cost of production, including manufacture of syrup, 24 cents per gallon.

Most of the farms of this region have more or less live stock, including horses, cattle, hogs and sheep and on nearly all the farms the winter accumulation of manures is put to practical use.

The annual rainfall of Beauregard Parish is about 53 inches, well distributed throughout the year; while abundant, the contour of the country is such that the natural drain-

age is practically perfect. The water supply for cattle and for domestic purposes is unfailing. Springs, brooks and streams are very numerous and running water is abundant. Fine potable water, free from lime or alkali, is found in wells from twenty to forty feet in depth. Public health is good and the climate pleasant all the year around. Lands well suited for general farming and stock raising, as well as for the cultivation of fruits and commercial truck, are cheaper in this locality than almost anywhere else in the United States.

## THE TOWNS OF BEAUREGARD PARISH, LA.

The commercial towns in the parish are De Ridder, the judicial seat, Singer and Merryville, and the larger lumber mill towns are Ludington, Carson, Bon Ami, Juanita, Bannister, Longville, Grabow, with populations varying from three hundred to fifteen hundred. All the mill towns have large stores where goods of almost any kind can be purchased and all of them afford a good local market for farm produce of every description and for forage. They are provided with churches and schools, and in course of a few years will develop into commercial towns. The cutting out of the timber makes the lands available for farming, and with the growth of agriculture the towns naturally keep pace.

De Ridder is the judicial seat of the parish and has a population of four thousand. It is an attractive, well constructed town and its assessed valuation amounts to \$300,960. This valuation does not represent all that should properly be included. The corporate limits include only three hundred acres and the large manufacturing establishments are operated in the suburbs. Fourteen hundred men are employed in the saw and planing mills and have a monthly payroll of over \$50,000. The Kansas City Southern, the Gulf, Colorado & Santa Fe and the Lake Charles and Northern Railways enter De Ridder and afford excellent transportation facilities.

There are in De Ridder two banks, the First National with a capital of \$25,000 and \$174,746.93 deposits, and the Lumbermans' State Bank & Trust Co. with a capital of \$100,000 and \$110,135.75 deposits, a modern ice plant, electric light plant, two newspapers, bakery, steam laundry, two commodious hotels, three churches, opera house, waterworks, high school costing \$40,000 and graded schools, bottling works and minor industries. All the business buildings are substantially constructed of brick and stone. The commercial stocks carried are large and the business men are public spirited and enterprising.

The parish seat was permanently located at De Ridder, as the result of an election held October 15, 1912. A commodious court house is to be built in the immediate future.

Singer, La., the next important town in the new parish, is 705 miles south of Kansas



City, Mo., and 82 miles north of Port Arthur, Tex. The population is four hundred, and the altitude 152 feet above sea level. Its annual shipments in addition to forest products amount to about 2,000 to 5,000 crates of peaches, 25,000 to 50,000 pounds of wool and considerable quantities of cattle, hides, cotton, potatoes, etc. Singer has nine mercantile establishments, a grist mill, two hotels, a church, public school and two livery barns. Most of the pine timber in the vicinity has been cut out, though considerable quantities of hardwoods are still shipped. What Singer needs now more than anything else is farmers, stockraisers, fruit and truck growers. At the present time a brick yard and a dentist could do well here.

**Bon Ami, La.,** three miles south of De Ridder, is the site of the great saw and planing mill of the Long-Bell Lumber Company. The sawmill has a capacity of 300,000 feet of lumber per day and the capacity of the planing mill is 200,000 feet. Connected with the plant is a box and crate factory. The population of the town is between 1,500 and 2,000, nearly all of whom are engaged in lumbering. The town has a general store with a stock of about \$35,000, a hotel, church, school, lodge building, auditorium, long distance and local telephone service. The Long-Bell Experimental Farm, comprising about 480 acres, is situated here and has been in cultivation about six years. Comprehensive tests have been made in nearly all agricultural and horticultural lines as well as in the raising of live stock and in general the results obtained have been very satisfactory. This farm contains a large vineyard, a peach orchard, fig orchard and an orange grove and on a small scale pear, plum, pecan and other fruit and nut trees have been tried out. The farm cannery has marketed several carloads of preserved figs and shipments of peaches, potatoes and other products are made each year. Nearly all the standard field crops, including corn, oats, cotton, cow peas, peanuts, various sorghums, Irish and sweet potatoes, berries, etc., have been grown and their values determined. The experimental work is being carried on in the direction of forage production and scientific stock feeding and breeding.

**Carson, La.,** six miles south of De Ridder, is the site of the saw and planing mill of the Central Coal & Coke Company and has between 700 and 800 inhabitants. The saw mill has a capacity of 150,000 and the planing mill 100,000 feet of finished lumber per day. There are in Carson a large general store, two churches, one public school and a hotel. About 21,000 acres of land have been cut over between Carson and De Ridder and these lands have been turned over to the American Farm Land Company of Kansas City, Mo., for colonization purposes. Several large parties of land-seekers have recently visited these lands and purchases were made by many of them. Nearly all of this land has been recently sold in tracts of eighty, one hundred and sixty acres and larger ones. These land buyers will engage in general farming and stock raising.

**Ludington, La.,** is two miles north of De Ridder. It has a yellow pine saw mill of 125,000 feet daily capacity, now owned by the Long-Bell Lumber Company. The town has a population of 400, a large general store, hotel, public school and telephone service. The lumber company maintains a fine experimental garden, devoted to truck and berries. The principal shipments are lumber, live stock, truck and some fruits.

**Newlin, La.,** is eleven miles south of De Ridder, has a population of 225 and a yellow pine sawmill of 40,000 feet daily capacity. The shipments from Newlin consist of lumber, cattle and produce.

**Juanita, La.,** is fifteen miles south of De Ridder, La., and is the site of the saw and planing mill of the Sabine Tram Co., daily capacity 75,000 feet. The population is 500 and there are in the town a general store, hotel, school and a livery barn. The shipments consist of lumber, live stock and produce.

**Seale, La.,** is nineteen miles south of De Ridder and is the site of the yellow pine and oak sawmill of the Midway Lumber Co. Mill capacity 40,000 feet per day. The logging camp of the Sabine Tram Co. is also situated here. The town has a general store, cotton gin, grist mill, public school, and ships pine and hardwood lumber, logs, cattle, fruit and truck.

## Tropical Fruit Import

While most of the fruit carried by the K. C. S. Ry. is produced on or near the line, consisting of berries, apples, peaches, grapes, cantaloupes and other products of a temperate climate, including early vegetables of all kinds, quite a traffic in tropical fruits has grown up within the past three or four years. Very large shipments

of bananas have passed over the K. C. S. Ry. and during October several banana trains of sixteen to twenty cars each, have been forwarded from Port Arthur to Kansas City. One of these trains, a banana special, made the trip between Shreveport and DeQueen, 126 miles, in five hours.

## Miscellaneous Mention

### K. C. S. Agricultural Department.

The Agricultural Department of the Kansas City Southern Ry. Co. has recently issued for distribution to those interested, several bulletins on the cultivation and marketing of special crops.

Now ready for distribution.

Bulletin No. 1. "The Sweet Potato."

Bulletin No. 2. "The Spanish Peanut."

Will be ready within a few weeks.

Bulletin No. 3. "The Cantaloupe."

Bulletin No. 4. "Poultry Raising in Arkansas."

Other bulletins will be issued from time to time.

The "Better Farming" special train of the Kansas City Southern Railway will be run from Texarkana to Port Arthur, Texas, stopping at Bloomburg, Texas; Ravanna, Ark.; Rodessa, Vivian, Mooringsport, Blanchard, Shreveport, Forbing, Frierson, Kingston, Mansfield, Benson, Converse, Noble, Zwolle, Many, Florien, Hornbeck, Anacoco, Leesville, Rose Pine, DeRidder and Singer, La. At each point illustrated lectures and practical demonstrations will be given by officials of U. S. Department of Agriculture, Louisiana State Experiment Station, and others.

For printed information and further particulars address

J. HOLLISTER TULL,  
Agriculturist,  
Mena, Polk Co., Ark.

### Aquatic Hens.

Considering that an expert in natural history is now visiting South America and the writer hereof is in no immediate danger of being dubbed a nature faker, the following story concerning some aquatic hens, originally printed in a New York paper, is reproduced:

"Expert research has disclosed the reason that patients at the Foresters' sanitarium at Rainbow Lake, N. Y., have had to complain of a fish flavor in their eggs.

The institution has its own poultry yard, extending to the edge of the lake, whither the ducks repair for swimming and the hens for drink. Recently the keeper of the hens

got up extra early in the morning and was confounded when he saw a dozen of his hens floating on the lake in the midst of the flock of ducks. They were diving, too, and coming up with infant trout, which they brought to shore to devour.

The hennery man, who is also a biologist, says it is a characteristic acquired through long association with the ducks. He will segregate the hens and ducks hereafter, for, although he has no objection to swimming hens, he feels that the flavor of the eggs directly concerns his own reputation."

To those familiar with the ways of hens, the foregoing statement might appear as the product of a fertile imagination, but the writer hereof considers it truthful nevertheless, because he has had opportunity to observe similar occurrences. While resident in New Mexico, where water is carried to the land in small ditches for purposes of irrigation, he noted several times that the chickens on the ranches would greedily pick up minnows which had stranded in the furrows and that they could run down small frogs as readily as they could catch grasshoppers.

At Toyah Springs, head of Toyah Creek, in Reeves County, Texas, the chickens were expert fishers. The spring has a diameter of about 100 yards, the water gradually deepening from the shore to the center, being only six inches deep forty feet out. The chickens, common barnyard stock, were the descendants of a flock which had been on the ranch for half a century. Almost any day in the year this flock could be seen thirty or forty feet out in the water watching intently for a shoal of minnows. When the minnows came within reach they were deftly caught and the chickens did not appear to object to dipping their heads under water. Sometimes when they got beyond their depth a few wing strokes brought them back to a footing. The Mexicans on the ranch told the writer that the chickens had caught fish in the spring as long as they could remember and that the chickens did not appear to be afraid of the water and would wade in as far as they could find a footing. These chickens were never fed and subsisted on wild seeds, grasshoppers, frogs and minnows when they could catch them.



### A National Game Law.

The U. S. Congress has passed a law, effective November 1, 1913, placing under federal protection for the first time a large number of migratory game and insectivorous birds and appropriated \$90,000 for the enforcement of the law. Among the birds protected by the regulations are the brant, wild duck, goose, swan, cranes of various species, rail, several kinds of shore birds, pigeon, dove, wild pigeon, bobolink, cat bird, chickadee, cuckoo, flicker, fly catcher, grosbeak, humming bird, kinglet, martin, meadow lark, nighthawk, nuthatches, oriole, robin, shrike, swallow, swift, thrush, warbler, whippoorwill, woodpecker and wren.

The regulations for the enforcement of the law separate the country into two zones, known as the breeding and wintering zones. The former comprises twenty-five states, lying wholly or in part north of latitude 40 degrees and the Ohio river, and the latter comprises twenty-three states and the District of Columbia, lying wholly or in part south of latitude 40 degrees and the Ohio river.

A closed season has been established on the cat bird, chickadee, grosbeak, humming bird, martin, meadow lark, bullbat, robin, swallow, thrush, whippoorwill and woodpecker. The regulations contain a prohibition abolishing the hunting of all migratory game and insectivorous birds from sunset to sunrise.

### Among the Oil Derricks.

"Wild catting" is a term which does not apply to cats of any denomination, but is applied by the select few who know, or think they know, something about prospecting for oil, to others who have the nerve, temerity or lack of common sense to bore for oil on untried ground. The "wild caters" are the ones who have discovered all the oil fields now known, and have taken the risk in every instance. The oil operator usually bets on a sure thing and if we had been entirely dependent on him we would still be using tallow candles and fish oil lamps.

The "wild catter" at the present time is busy along the line of the K. C. S. Ry. Oil prospecting has been going on in Sabine Parish, La., for several years and will continue. In De Soto Parish, near Mansfield, five or six productive wells have been brought in. Borings in Bowie County, Tex., have not yet yielded satisfactory results, but will continue. In Little River County, Ark., at Lippton, one well was bored a year or two ago. Messrs. Baer and Foster are now bor-

ing a new oil well in the same vicinity. In Sevier County, Ark., near De Queen, an oil well is now in process of boring. A well begun several years ago met with a mishap, leaving the question unsettled as to whether oil was present or not. Another is to be drilled soon at Neal Springs, Ark. At Grannis, in Polk County, Ark., a contract has been let for boring a test well. An oil well being bored at Heavener, Okla., was discontinued for a time, but drilling is to be resumed at an early day. A test well at Poteau, Okla., had reached a depth of 1,500 feet on October 30. The means have been provided to bore to a depth of 4,000 feet or more. Test wells are also being bored at Stilwell, Okla., Siloam Springs, Ark., and preparations are being made for deep borings in the vicinity of Hume, Mo. Any one of the wells mentioned above, if it produces oil, would develop a new oil field.

### Kansas City Southern Meal Service.

If you have lately been over the Kansas City Southern Railway, doubtless you have noticed the improvement in the meal service thereon, which has been brought about by the railroad company realizing the importance of providing their patrons with the best possible meals and service. The railway company realizes that aside from other modern conveniences of travel provided by them, nothing, perhaps, appeals so much to the traveler as to remember the good meals and service provided on a recent journey, and it is safe to say its recollection will insure the patronage of the road again should occasion require.

The meal stations and lunch rooms along the Kansas City Southern Railway are operated under the able management of The Brown News Company of Kansas City, Mo., and are placed at convenient points along the line, where ample time is allowed for meals.

Neither expense nor labor is spared by this company in perfecting its service, which is always given its first consideration, and splendid table d'hôte meals are served at the moderate price of 75c, meals a la carte if desired.

The Brown News Company also operates the meal stations and lunch rooms on the Southern Pacific and other railways, and the patrons of the Kansas City Southern Railway, after noting the next stop for meals, can with pleasure anticipate unsurpassed service and a good meal on arrival at the dining stations and lunch rooms, which are located at Kansas City, Joplin, Sulphur Springs, Watts, Heavener, Ashdown, Shreveport and De Quincy.

## SOMETHING ABOUT THE LOUISIANA BOYS' PIG CLUBS.

Baton Rouge, La., Nov. 24, 1913.

Louisiana claims the distinction of having started the Boys' Pig Club work, the first club having been organized in the Parish of Caddo, La., in 1910.

The work is under the supervision of the Extension Department of the Louisiana State University in co-operation with the Bureau of Animal Industry, United States Department of Agriculture.

The Louisiana State Fair has been a great stimulus to the Pig Club boys, and this year there were twenty-two parishes of the state represented in the Pig Club contest at the annual fair, at Shreveport, just closed.

Some of the boys placed their hogs in the show ring in competition with prominent breeders' hogs, and one of these youngsters took a first prize in the under-six-months class for sows, and stood reserve junior champion. The owner of the pig, Carson Sullivan of Goldonna, La., is a boy only eleven years of age.

Another boy from the same place, Curley Bryant, took second in the same class. This boy earned the money to purchase his pig last spring by sweeping out the school-house which he attends; and the remark was made by one of the school men that Bryant had "mopped up" to get his pig, and then "mopped up" with his pig.

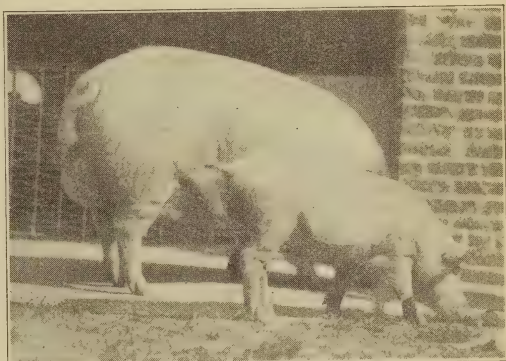
One of the most interesting features of the boys' exhibit was a pig, raised by one of the boys, that weighed 485 pounds at eleven months, and beside it was its litter-

mate raised by a neighboring farmer in the old "root hog or die" manner which weighed only 65 pounds. This was a splendid object lesson and caused a great deal of comment.

There were 120 hogs shown in the exhibit by 107 school boys and girls between the ages of ten and eighteen years.

Harry Means, a boy from Ida, La., had two pigs on exhibition, and twelve more at home that he raised. He has a bank account of \$105 which he has accumulated chiefly by raising hogs.

Mary Douglas, a little girl from Gilliam, La., had a pig on exhibition that is to be



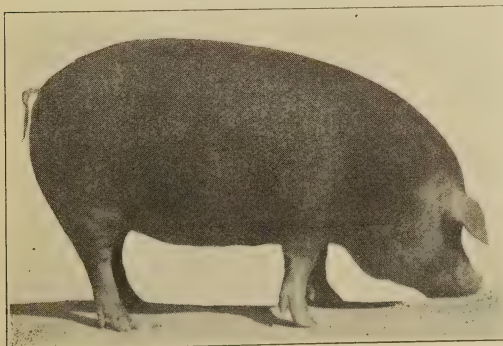
Eleven months pigs from same litter. Weight 485 and 65 pounds. Large hog raised by Orange McGee, a Pig Club boy.

a starter for her college education. She is to receive all the money she can make by raising hogs until she is twenty-one years of age.

There were fifty boys at the State Fair who helped to take care of the pigs and fit them for the show ring. The breeders present were so interested in the boys as to direct them how to get the best results in the fitting process.

From one agricultural school alone there was a full carload of crated hogs in the exhibit. This was in charge of W. R. Horton, Dodson, La.

Four hundred dollars in money was given for premiums by the Louisiana State Fair Association and twenty registered hogs by the Fort Worth Stock Yards Company. Dr. Nash Collins, of Delhi, La., gave a Berkshire pig to the boy winning the sweepstakes in the Berkshire class.



Eight months old Durock Jersey Gilt, raised by Carson Sullivan, 11 years old.



The Worcester Salt Company of Dallas, Tex., gave a fifty-pound sack of salt to each of the prize-winning boys; and the Texas Progressive Farmer, the Trucker and Farmer, the Berkshire World, and the Gulf States Farmer, each gave a large number of subscriptions to their papers to the boys making the best records.

The railroads of the state and the State Fair Association co-operated in sending all of the hogs belonging to the members of the clubs to the fair and return without cost to them.

The Louisiana Boys' Pig Club exhibit this year was the largest and best that has ever been held in any state.

### THE CORN CLUB BOYS AND GIRLS.

The Honorable Secretary of Agriculture, Mr. Houston, on December 20th presented to seventy-five boy and girl state champions of the corn, cotton, potato, canning and gardening clubs the coveted diplomas of the Department of Agriculture. The presentation was made outdoors in the shadow of the Washington Monument. Mr. Houston, among other things, said to the young folks:

"I am told that you represent an army of 200,000 young people. You are a new sort of champions and a new sort of army, and one that we are going to need more and more in this nation. You have undertaken a task; you have accomplished it. The system that you have followed is one which, if pursued by all the farmers in this nation, might revolutionize agriculture and make it impossible for this country for many generations to come to think of dependence on foreign nations for its food supplies. \* \* \* Think what it would mean for this nation if most of the farmers, or if many of the farmers, could secure a yield of corn equal to that which your champion corn producer has given the country, 232 bushels of corn at a cost of less than twenty cents.

It is a real achievement to be a prize winner. It evidences very high qualities—qualities of character, intelligence and industry. \* \* \* Now, young people, you have a definite responsibility resting upon you. The prize winner always has. You have established a standard of achievement that you cannot afford to fall below, not only in this direction, but in every other. Your people are going to expect you to do everything else just as well as you have done this thing, and you have given evidences

of qualities that will make it possible. The Department of Agriculture and every agricultural institution in this nation is looking for men and women who can do things a little better than anybody else. Now you have shown that you can do things better than your fellows and better than your elders, and if you will keep it up, this department and the colleges will know where to look, in the future, for leaders.

Of the Corn Club boys, Walker Lee Dunson, of Alexander City, Ala., not only leads the country, but has broken the record for corn production. He raised 232.7 bushels on a single acre at a cost of only 19.9 cents per bushel. This exceeds the previous record of 228.75 bushels at a cost of 42 cents per bushel, held by Jerry Moore, of South Carolina. The second winner is J. Jones Polk, of Prentiss, Miss., with 214.9 bushels, raised at a cost of 21.4 cents per bushel, and the third was J. Ray Cameron, of Kinston, N. C., with 190.4 bushels, raised at a cost of 33.25 cents per bushel. Crops made by other boys were as follows: E. J. Wellborn, Madison, Ga., 181.72 bushels, cost 30 cents; Malcolm Miller, Baker, Fla., 170.2 bushels, cost 19.35 cents; Clarence Nave, Elizabethton, Tenn., 163.5 bushels, cost 25 cents; L. Z. Wardlaw, Red Oak, La., 148.64 bushels, cost 15.4 cents; Henry Odor, Appomattox, Va., 154.028 bushels, cost 24.56 cents; Roy Day, Slocum, Tex., 136.5 bushels, cost 10.6 cents; Joe Reed, Johnson, Ark., 104.75 bushels, cost 22 cents; E. C. Morgan, Marietta, N. C., 127.8 bushels, cost 13 cents, and many others. Onie Minyard, Indianola, Okla., produced 4,036 pounds of cotton to the acre. Miss Delphine Moore, of Wyman, Ark., raised 101 bushels of corn on one acre. The championship of the Potato Clubs goes to Merle Hyer, Lewiston, Utah, who produced 764 bushels per acre with a profit of \$398.40, having a half acre plat in cultivation. The Girls Canning Clubs had a number of champions who raised their own tomatoes and canned them. Among them were the following: Miss Clyde Sullivan, Ousley, Ga., 5,354 pounds fresh tomatoes, 2,466 cans; Miss Isabel Davis, Summerfield, Fla., 3,086½ pounds fresh tomatoes, 902 cans; Miss Erin Westbrook, Odenville, Ala., 2,785 pounds fresh tomatoes, 1,855 cans; Miss Lizzie Kelly, Union, S. C., 4,375 pounds fresh tomatoes; Miss Annie Davis, Jefferson, Tex., 1,000 cans. All the girls put up large quantities of vegetables and preserves and many of them received prizes for garden work.

## Railway Economics

ADDRESS BY MR. J. F. HOLDEN TO  
NOONDAY LUNCHEON CLUB, JOP-  
LIN MO., OCTOBER 28TH, 1913.

### Legislation.

The American people, through their state legislatures and the Federal Government at Washington, are the greatest law makers that the world has ever known, the number of laws being passed considered.

In the early history of the human race we find one great law giver: the man who led the children of Israel from Egypt to the Land of Canaan. And, for some time, in the history of the race, the law maker was the great man of the nation. Laws were made by hierarchies, kings, oligarchies and aristocracies for the guidance of all the people in all things. There came a time, however, when a new nation was born, wholly on the theory that government should be by the consent of the governed, and that the people themselves should make their own laws. And now it is the popular thing in our country to make laws to govern everything under the sun.

For the ten years, 1899 to 1909, our National Senate and House considered 146,471 different bills, and added to the list of laws, out of that number, 15,782. During the same period the English Parliament considered but 6,251 measures, and enacted 3,822.

Not only have we these numerous addition of laws enacted by our House and Senate, but our state legislatures, for the past few years, apparently have been vieing with each other in their efforts to pass innumerable laws. For the year 1911 there was a total of 512 bills introduced into the different state legislatures affecting the railroad business, consisting of bills relating to hours of service, terms of employment, the kind of uniforms to be worn, and other matters affecting employees, compulsory and voluntary arbitration, train rules, regulations for the operation of freight and passenger trains, equipment, car supply and claims, signals, clearances, crossings, maintenance of tracks, and many details which it would be supposed that the long experience and extensive knowledge of railroad managers under the varying conditions of business would be a better guide than the judgment of a legislative body, no matter how excellent its intentions.

I am wondering, now that every feature of the transportation business has been con-

sidered and a law made to govern same, what business, or interest, will the next flood of legislation attack. Just now we hear a great deal from the national bankers because of the proposed Glass-Owen currency bill. Possibly, later on, we shall find legislation directed against the manufacturers, and laws enacted which will control the price of their products to the consumer. It is possible that it may extend to the merchant and to the farmer, controlling every act of theirs, for we certainly are laboring under the belief that everything can be regulated by laws.

How frequently you hear a man say that there ought to be a law against such and such thing, and immediately someone picks it up and introduces it in the law making halls of the country.

What does all this indicate? To my mind it indicates a growing distrust of one another in business affairs, which distrust destroys credit and, consequently, business. Therefore, it seems to me it is high time for all men to give serious thought to this evil tendency on the part of our politicians to make all business transactions come under the direct control of some act of legislature or Congress.

It is a trite saying that people cannot be made moral or upright through the process of law; it being well known that man only rises to his better self by an inward determination, and not through external compulsion.

Another evil, coupled with this excessive law making, is the secret system of espionage adopted to see that the laws are carried out. To illustrate: Congress appropriates \$350,000 per year to see that its laws in regard to locomotive boilers and safety appliances on cars are carried out, employing a very large number of inspectors, and paying their traveling expenses. These inspectors of necessity, to keep their jobs, must find a stay bolt gone from a boiler, or a hand hold lost from a car. This \$350,000 is all consumed in salaries for these inspectors. The recently enacted income tax law will require an army of inspectors to ascertain if you and I are honest in our returns. And, as the legislatures and Congress go on making laws to direct the business relations of all the business of the country, which seems to be possible, it looks as though the time might come when one-half of the nation will be employed by the other half to keep it straight and honest.



### Watered Stock and Valuation.

You possibly know that the eastern lines asked for a 5 per cent advance in freight rates. Some inquiries were sent out by an association of business men to ascertain how the shipping public felt about the matter. Some answers were favorable, others indifferent, while others were opposed. An answer from a manager of a lumber company in the South read as follows:

"The railroad people will never be able to convince the outside man, or the intelligent public, that they are not asking too much when they ask that the shippers of this country pay them a return on an investment loaded heavily with water stock."

I believe that this man was sincere when he wrote this, notwithstanding the fact that he and his associates bought lumber lands in Arkansas and Louisiana ten years ago at about \$2.50 per acre, and are today selling lumber from this land to the public on a valuation of \$80 per acre, a difference of \$77.50 per acre, which, of course, is not water but legitimate profit.

This, I think, brings us to the question of values.

Value in exchange, is generally created by qualities in the things themselves, such as scarcity, difficulty of attainment, susceptibility of measurement and transfer from one to the other, labor and skill embodied in them and also the use that can be made of same.

I presume that our lumber friend contends that, although his lumber originally cost him 25 cents per thousand in the stump, it is worth today \$5 per thousand in the stump because of the demand for same, and the use to which it can be put, as well as its comparative value with iron and cement.

To illustrate what I mean when I say that use creates value, I will simply state that this Connor Hotel, in the city of Joplin, may be worth \$750,000; but, take this hotel and place it out on the plains of Kansas, two or three miles from anywhere, and it would not be worth 30 cents; or, in other words, worth no more than you could realize by dismantling, hauling it away and selling it for junk. And, possibly the cost of tearing it down would not leave sufficient to pay the transportation to where it could be sold as junk, as transportation where no railroads exist is a very expensive luxury.

Take the dust on your paved streets, which is a nuisance and for which you spend money to carry off. It is of no earthly value to you. Take that same dust on a Missouri farm and you find it to be worth possibly \$150 per acre. So that it is use which to a very large extent creates value.

Now, it is proposed to value the railroads of the United States. Congress is spending large sums of money, and the railroads will spend millions of dollars to accomplish this work. Shall we say that the value of the railroads is simply the cost of the right-of-way, depots, rails and equipment, leaving out of consideration the location of the railroad, whether it serves a desert or a rich agricultural country, furnishing to the inhabitants the necessities and luxuries of life?

Is there any difference in the rents on your main street and the rents on the streets six blocks away? Is there any water in the property values on the main street of Joplin? I would be the first person to say no, because the values of your main street property are created by the use which can be made of the same, and because the man who occupies a building on that street can afford to pay a revenue which, calculated at a reasonable per cent, makes the property worth what you are holding it at. Main street property in Joplin is not near so high as State street property in Chicago, and you know the reason.

Now, I contend that if we admit these things of service have a voice in establishing the value of our property, we should be willing to admit that the use of a railroad has something to do with the value of that railroad, and not merely its original cost.

Railroad transportation has been a very large factor in the creation of wealth in this country. Take the lumber man referred to; if it had not been for the construction of a railroad from his forests to the markets, the value of his lumber holdings today would possibly be the same as it was ten years ago. But, because of the construction of a railroad, his product has reached the markets of the country, and he has reaped a rich reward.

In every town and city of our land, and in every farming community, as well as in our mining sections, we have seen men grow rich, and yet no one yells water—water—water. We see our banks and manufacturing concerns growing rich, and we cry bravo—bravo, what excellent management to pay stockholders 12, 20 and even 60 per cent per annum. Yet we say to the man who invests his money in the railroad, which has to a very large extent created this wealth, "It is true you put your money into this property years ago with the hope of receiving handsome returns thereon; but we will not allow you to do so. You must be satisfied to earn not over 6 per cent upon your original investment. If you get

any more you are receiving it from 'water,' which is unjust and robbery."

Let us be fair, and say what is good for the goose is good for the gander, or otherwise reduce all of our investments down to a basis of their original cost years ago, and be content to take 6 per cent thereon.

It is well known that the total capitalization of our railroads in this country is only about one-fourth of that of the railroads of Great Britain, where dividends are paid on all of the stock, whereas in our country, last year, only 66 per cent of our railroad stock paid any dividend, the balance, 34 per cent, receiving nothing whatever. According to the Interstate Commerce Commission, last year we also failed to pay dividends on nearly \$1,000,000,000 of railroad bonds. Verily, it seems to me that the man who has any investments in railroads is in a bad plight, and my fear is, that if we continue to be tarred with the desire to legislate against everything and everybody, the values of our other investments will crumble as those of the railroads have.

I think you will say that it is a sad picture. I do not say that we have given up all hope, but I do think that it is time for each man to give earnest consideration to the acts of our politicians, who are clamoring for more laws and inflaming the minds of the unthinking people as to their necessity.

#### Railroad Problems That Touch General Business.

From the Philadelphia Public Ledger.

In his speech at Pittsburgh, Mr. George Dallas Dixon, vice-president of the Pennsylvania railroad, said, "Up to January 1, 1913, and since August, 1906, our company had paid out \$10,936,134.90 to comply with new laws, federal and state."

The big total from one railroad gives an impressive idea of the new burdens that have been imposed upon transportation. It is not necessary to say whether the laws were salutary or not—doubtless some of them were—but the point here is the amount of new expense. For all the railroads of the country it runs into the hundreds of millions, and from the forty legislatures in session this year have come more laws and more expenses until the railroad men are strictly up against a hard proposition.

Moreover, the railroad taxes have been doubled in recent years and steel cars and larger engines have meant stronger roadbeds, heavier rails and the whole program of reconstruction.

James J. Hill said: "The American railroads pay the highest wages in the world, out of the lowest rates in the world, after having set down to capital account the lowest capitalization per mile of all the great countries of the world;" and he added: "The persons directly employed by the railroads of the country number between a million and a half and two millions. The total compensation paid to the railway employees of the United States is over one billion dollars annually. The wages of this form of labor are constantly increasing. The payroll is the main expense item of all railroads." These words were written several years ago, and since then there have been heavy increases, all going to swell the demands upon transportation.

These changes strike general business at several points. In the first place are the two or three million people who own railway securities and who represent the support of several million additional Americans. In the second place are the mines and mills and stores, for our railroads are our heaviest purchasers. In the third place are the necessities of a constantly improving transportation service, since the railroad is the artery of trade and its flow is the measure of prosperity.

It has become important for the general public to see the situation in its true light. If we are to have larger business we must have better transportation, and if we are to get this transportation the railroads must have money. The quickest way to starve this country would be to starve the railroads. When you pinch the carriers you hurt the shippers. Their interests are mutual and the welfare of the whole people is involved.

" \* \* \* Just as your servant can only properly discharge his duties when he is suitably fed, suitably clothed, and suitably housed, so the railroad can only properly discharge its duties when it receives proper treatment from the public."—Hon. Chas. A. Prouty, Member Interstate Commerce Commission.



### COMMERCE COMMISSION STATISTICS PUBLISHED.

A preliminary abstract giving statistics of the steam railways of the United States for the fiscal year ended June 30, 1912, has been issued by the Interstate Commerce Commission.

**Mileage.**—The aggregate mileage of tracks of all kinds covered by operating returns for these roads was 360,714.24 miles. This was thus classified: Single track, 240,238.81 miles; second track, 24,929.51; third track, 2,511.76; fourth, fifth and sixth tracks, 1,783.97; yard track and sidings, 91,250.19. These figures indicate an increase of 8,925.52 miles over corresponding returns for 1911 in the aggregate length of all tracks, of which increase 3,167.43 miles, or 35.49 per cent, represent yard track and sidings.

**Equipment.**—There were 61,250 locomotives in service on June 30, 1912, an increase of 979 over the previous year; 14,206 were passenger, 36,000 freight, 9,475 switching, and 969 unclassified.

The total number of cars was 2,368,658, or 25,245 more than on June 30, 1911. This equipment was thus assigned: Passenger service, 50,606 cars; freight service, 2,203,128; company's service, 114,924.

Of the cars in freight service there were classified 2,202,966, as follows:

Description.	Number.	Aggregate Capacity, tons.
Box .....	1,002,461	33,975,288
Flat .....	146,050	4,990,796
Stock .....	76,392	2,333,976
Coal .....	852,720	36,588,734
Tank .....	7,795	310,348
Refrigerator .....	30,681	950,330
Other cars in freight service .....	86,867	3,498,287
Total .....	2,202,966	82,647,959

The average number of locomotives per 1,000 miles of line was 255, and the average number of cars per 1,000 miles of line, 9,860. The number of passenger-miles per passenger locomotive was 2,263,019, and the number of ton-miles per freight locomotive was 7,077,428.

**Employees.**—The total number of persons on the payrolls of these steam roads on June 30, 1912, was 1,699,218, or an average of 707 per 100 miles of line. As compared with corresponding returns for June 30, 1911, there was an increase of 45,987. There were 63,558 enginemen, 66,408 firemen,

49,051 conductors, 135,959 other trainmen, and 39,530 switch tenders, crossing tenders and watchmen.

The complete report will include summaries showing the average daily compensation of eighteen classes of employes for a series of years, and also the aggregate amount of compensation reported for each of the several classes. The total amount of wages and salaries paid to railway employes during the year for the roads under consideration was \$1,243,113,172.

**Capitalization.**—On June 30, 1912, the par value of the amount of railway capital outstanding was \$19,533,750,802. This amount includes capital held by the railway companies concerned as well as by the public. Of the total capital there existed as stock \$8,469,500,687, of which \$6,882,813,008 was common and \$1,586,747,679 was preferred; the remaining part, \$11,064,190,115, representing funded debt, consisted of mortgage bonds, \$8,019,700,886; collateral trust bonds, \$1,279,128,266; plain bonds, debentures and notes, \$1,067,567,350; income bonds, \$263,441,054; miscellaneous funded obligations, \$116,170,300; and equipment trust obligations, \$318,182,259.

Of the total capital stock outstanding \$2,909,693,873, or 34.35 per cent, paid no dividends. The amount of dividends declared during the year (by both operating and non-operating companies) was \$400,432,752, being equivalent to 7.20 per cent on dividend-paying stock. The average rate of dividends paid on all stocks outstanding pertaining to the roads under consideration was 4.73 per cent. No interest was paid on \$808,464,701, or 7.52 per cent, of the total amount of funded debt outstanding (other than equipment trust obligations).

**Investment.**—The Expenditures for additions and betterments, as well as the expenditures for new lines and extensions, during the fiscal year 1912 are analyzed in the tabulated statement at the bottom of this page.

**Public Service.**—The number of passengers carried during the year was 994,158,591, an increase over the previous year of 6,447,594. The number of passengers carried one mile was 33,034,995,806. The corresponding return for 1911 was 73,465,336 more. The number of passengers carried one mile per mile of road was 139,356, as against 142,859 for the preceding year.

The number of tons of freight reported as carried (including freight received from connections) was 1,818,232,193, while the corresponding figure for the previous year was 1,753,189,939, the increase being 65,042,254. The ton mileage was 262,955,605,123, an increase over the returns of 1911 of 9,499,215,886. The number of tons carried one mile per mile of road was 1,108,578, as against 1,088,314 for the preceding year. The average number of tons of freight per train-mile was 409.29, the corresponding figure for the preceding year being 386.17.

The average receipts per passenger per mile, as computed for the year ended June 30, 1912, were 1.985 cents; the average receipts per ton per mile, 0.743 cent. The passenger-service train revenue per train-mile was \$1.30.404; the freight revenue per train-mile was \$3.04.015. The average operating revenues per train-mile were \$2.30.201. The average operating expenses per train-mile were \$1.59.544. The ratio of operating expenses to operating revenues was 69.30 per cent.

**Revenue and Expenses.**—The operating revenues of the railways represented (average mileage operated 237,809.09 miles) were \$2,826,917,967; their operating expenses were \$1,958,963,431. The corresponding returns for 1911 (average mileage operated 234,366.14 miles) were: Operating revenues, \$2,772,733,828; operating expenses, \$1,901,399,475. The following figures present a statement of the operating revenues from 1912 in detail:

Freight revenue .....	\$1,956,802,927
Passenger revenue .....	657,422,999
Excess baggage revenue .....	7,473,128
Parlor and chair car revenue .....	658,800
Mail revenue .....	50,674,758
Express revenue .....	72,970,758
Milk revenue (on passenger trains) .....	8,323,683
Other passenger revenue .....	5,228,069
Switching revenue .....	29,331,726
Special service-train revenue .....	2,078,910
Miscellaneous transportation revenue .....	6,174,062
Total revenue from operations other than transportation .....	27,367,678
Joint facilities—debit .....	—918,586
Joint facilities—credit .....	3,328,155

Total operating revenues...\$2,826,917,967

Operating expenses, as assigned to the five general classes, were:

Maintenance of way and structures .....	\$ 363,495,583
Maintenance of equipment .....	448,303,785
Traffic expenses .....	60,568,586
Transportation expenses .....	1,013,340,697
General expenses .....	73,254,780

Total operating expenses...\$1,958,963,431

With minor eliminations from the figures given above, operating revenues per mile of line operated (including line operated under trackage right) averaged \$11,881, and operating expenses \$8,234 for the year.—Engineering Record.

Employees of American railways received 44.17 per cent of the gross earnings of the railways for 1912, according to statistics. Material, supplies and miscellaneous expenses called for 14.06 per cent; fuel and oil, 8.93 per cent; taxes, 4.21 per cent; loss and damage, 2.20 per cent, making a total of 73.57 per cent of the gross earnings the railroads paid out for operating expenses. Dividends took 4.84 per cent; interest on funded debt, 13.43 per cent; betterments, deficits and deductions, 3.75 per cent, and rents for leased roads, 4.41 per cent.

Among the 230 laws relating to railway operation placed upon statute books this year, where are the laws effectually checking trespassing upon railway property? They are hard to find. "Sixty-five bills intended to prohibit trespassing on railway property were introduced in legislatures throughout the country, but none of them was enacted into law," says a report of the American Railway Association's findings in regard to railway legislation.

And yet: "On the doctrine of averages, fourteen people will be killed by American railroads tomorrow. An average of fourteen people, trespassers on railroad property in violation of the law, are killed in this country every day. Of all the 10,446 people killed on American railway property in 1912, 5,449—more than half—were trespassers."

More than half of those killed by railways were trespassers! Sixty-five laws to prevent trespassing introduced and none passed! Two hundred and thirty other railway measures made law!

There is a discrepancy that public opinion must remedy.

"If you should write a letter to an American railway official, his corporation will have to haul a ton of freight—2,000 pounds of average weight—coal, ore, silks, ostrich feathers, and everything—for more than 2½ miles to get money enough to buy a postage stamp to send you an answer."



## LAST YEAR'S DEVELOPMENT OF THE COUNTRY ALONG THE KANSAS CITY SOUTHERN RAILWAY.

Statistics of any kind are usually dry reading unless one happens to be balancing one's bank book, or is specially interested in the subject to which the statistics pertain. There is some satisfaction in knowing how much or how little improvement has been in the country traversed by a railway, and therefore once a year an annual

report, based on the statement of the company's agents, the secretaries of the local commercial clubs, real estate firms and others engaged in business along the line is compiled. The gross returns show with reasonable accuracy what progress has been made during the year 1910 in a strip of land ten miles wide and extending the full length of the Kansas City Southern Railway.

### AGRICULTURAL IMPROVEMENTS.

Purchase value of 1996 farms, 145,045 acres.....	\$ 5,381,330
Improvements made on 1,396 farms, 44,607 acres.....	1,421,865
New orchard and truck plantings, 63; 3,937 acres.....	195,850
Industrial and commercial land transactions 22; 568,198.....	4,473,606
Land reclamation enterprises, 34; 567,245 acres.....	4,538,400
Total land transactions, 3,511; 1,329,032 acres.....	\$16,012,051
Total number of farms, 1913, within five miles of track, 23,201, comprising 1,458,158 acres.	

### CITY AND TOWN IMPROVEMENTS.

New dwellings erected.....2,754	Value.....\$ 3,555,580
New commercial buildings.....300	Value.....3,063,955
Churches and schools.....75	Value.....1,526,316
Cold storage and warehouses.....82	Value.....469,384
Public buildings.....49	Value.....1,956,516
New hotels and improvements.....48	Value.....827,100
Waterworks, electric light plants.....48	Value.....8,885,400
Parks, health and pleasure resorts.....43	Value.....706,965
Streets, roads, bridges, sewers, etc.....43	Value.....2,788,483
Telephone, telegraph, etc.....43	Value.....351,115
Total city and town improvements.....3,495	Total value.....\$24,130,814

### NEW INDUSTRIAL ENTERPRISES.

Miscellaneous enterprises.....145	Value.....\$ 3,239,050
Wood working industry.....62	Value.....2,996,500
Mining industry.....274	Value.....5,846,199
Petroleum industry.....287	Value.....22,418,900
Railways and navigation, irrigation, etc..60	Value.....9,410,518
Total.....828	Total value.....\$43,911,162

### COMMERCIAL AND FINANCIAL ENTERPRISES.

New mercantile establishments.....199	Value.....\$ 3,095,700
New banks and financial institutions.....21	Value.....9,516,800
Total.....230	Total value.....\$12,612,500

### SUMMARY FOR 1913.

Agricultural development, enterprises.....3,511	Value.....\$16,012,051
City and town improvements, enterprises.....3,495	Value.....24,130,814
Manufacturing and productive enterprises.....828	Value.....43,911,162
Mercantile and banking enterprises.....230	Value.....12,612,500
Total enterprises.....8,064	Total value.....\$96,666,527

### POPULATION.

Increase in town population, 1913.....	23,124
Increase in rural population, 1913.....	10,186
Total increase, not including Kansas City, Mo.....	33,309
Total city and town population, 1913.....	410,688
Total rural population, 1913.....	383,651
Total population within five miles of track, excluding Kansas City, Mo.....	794,319
Population per lineal mile of railway.....	1,009

## Industrial Notes

**Joplin, Mo.**—Incorporated: Jasper-New-ton Mining Co., \$10,000; Western Arkansas Coal Co., \$10,000; Missouri National Fire Insurance Co., \$1,000,000; Lawson-Cameron Mining Co., \$20,000; Mack Mining Co., \$80,000; Missouri Rain Folding Umbrella Co., \$15,000; Independent Rubber Co., \$10,000; Turner & Co. have incorporated as Delta-Lead & Zinc Co.; Leona Mining Co., \$22,000; Hardy Mines Co.; Mint Mining Co., \$5,000; New Concentrating Mills; Chapman & Co., 200-ton mill moved and remodeled; Wentworth Land & Mining Co., 200 tons, \$10,500; Penn Zinc Co., tailing mill; M. R. Lively and others, 100-ton; Hardy Mines Co., 100 tons; Louisa T. Mill, remodeled, \$2,000; Lulu V. Mine, mill moved and remodeled; Julia S. Mine, mill remodeled, \$20,000; Sayers & Co., 200-ton mill; Abigail Mining Co., 200-ton mill; Orth & Coats, new 100-ton mill. Sunflower Mining Co. will rebuild mill, cost \$20,000. The value of the ore production for the first six months of 1913 is as follows: Zinc ore, \$6,141,134; lead ore, \$1,247,464; Calamine, \$271,581; total, \$7,660,379. Incorporated: Gay-Orr Coal & Ice Co., \$25,000. The six-story Keystone building is to be remodeled and used as a hotel. Y. M. C. A. propose to erect new building to cost \$125,000, for which plans have been prepared. A fund of \$17,000, raised by public subscription, for improvements on St. John's Hospital. City Council contemplates expending \$5,000 in remodeling the city hall. The Wilhoit Refining Co. has under construction an oil refinery on Turkey Creek to cost \$75,000. The Adkins Mfg. Co. contemplate establishing a factory for making acetylene gas lamps. J. F. McKennon has purchased 160 acres of mineral lands for \$28,000. J. A. Crogan and associates have purchased 263 acres of mineral land for \$13,150. Incorporated: Sturn Roberts & Smith Mining Co., \$100,000; Old Jordan Mining Co., \$80,000; Midway Land & Investment Co., \$2,500; Nabob Mining Co., \$15,000; A. W. C. Mining Co., \$40,000; Junior Mining Co., \$25,000; Beulah S. Mining Co., \$2,000; Hudson Zinc Co., 100-ton mill, \$7,000; Texas Mining Co., \$25,000; Concentrating Mills; Friel & Phil 150-ton mill; Conqueror Zinc Co., 100-ton mill; C. W. Burgess Tailing Mill; Portland Mining Co., rebuilding mill; Logorrida Lease, 100-ton mill; Illinois Lead & Zinc Co., 200-ton mill; Century Mining Co., mill; Granley Mining & Smelting Co., mill; W. O. Gragg Mining Co., 300 ton-mill. The

Church-Mabon Mining Co. has sold a half interest to the Vinegar Hill Mining Co. for \$50,000. Incorporated: Beulah S. Mining Co., \$2,000; Walnut Hollow Land Co., \$30,000; Oak Orchard Mining Co., \$20,000; Highland Park Investment Co., \$20,000; Wren Broom Co., \$5,000; Kleinsmith & Hemphill Automobile Supply Co.; Plumbers Supply Co., \$20,000; Concrete and Steel Construction Co., \$5,000; Longacre-Chapman Mining Co., \$56,250; Van Hoose Mfg. Co., capital stock increase, \$150,000; Picher Lead Co., new laboratory building.

Concentrating Mills: Sapulpa Mining Co., sludge mill, \$2,500; Simpson & Morris, sludge mill, \$2,500; Commanche Mining Co., moving and rebuilding 200-ton mill, \$5,000; Brown Bros. and associates, 100-ton mill, \$7,500; Portland Mining Co., moving and rebuilding 300-ton mill, \$6,000; Red Lion Lease, moving 150-ton mill, \$4,500; Seven-Eleven Mining Co., 100-ton mill, \$7,500; Gerster & Ramms, 100-ton mill, \$7,500; Sidney Davis, et al, moving 100-ton mill, \$4,500; O. F. & L. Mining Co., 100-ton mill, \$7,500; Peters-Dooley & Foster, 100-ton mill, \$7,500; Mallet & Co., 100-ton mill, \$7,500; W. A. Gregg, et al, 300-ton mill and sludge mill, \$25,000; Charles Moore and others, 100-ton mill, \$7,500; A. F. Dexter & Co., 200-ton mill, \$10,500. Incorporated: Nabob Mining Co., \$15,000; Sapulpa Mining Co., \$3,500; School Board appropriates \$20,000 for Library in East Joplin; Bradley Furniture Co., enlarged; Union Trust Co., now operating Joplin Road Improvement Fund, \$92,922. Jasper County's wheat crop, 650,000 bushels. Incorporated: R. E. Shephard Coal Co., \$15,000; Prince Western Spelter Co., \$50,000; Joplin Cement Association, \$7,000; Kansas City Zinc Co., \$32,000; Midway Land & Investment Co., \$2,500; Dallas Mining Co., \$50,000. New Concentrating Mills: Athletic Mining Co., 250-ton mill; G. & F. Mining Co., 100-ton mill; Vinegar Hill Mining Co., 200-ton mill; Church-Mabon & Co., 100-ton mill; C. C. Yoder & Co., 100-ton mill; Pocatella Mining Co., 100-ton mill; Sleepy Hollow Mining Co., 100-ton mill; Producers Mining Co., 200-ton mill; R. L. & S. Mining Co., 150-ton mill; McConnell Mining Co., 100-ton mill; Texas Mining Co., 150-ton mill; Chas. Moore, et al, 150-ton mill; Wm. Higgins, et al, 200-ton mill; Bertha A. Mining Co., addition of sludge mill, \$1,000; Lora D. Mining Co., moving mill, \$2,000; Galena Zinc & Mining Co., improvements, \$500; Gist Lease, mov-



ing Red Bird mill, \$2,000; Z. J. Chetwood & Co., moving Davy Crockett mill, \$2,000; Carter Lease, moving 300-ton mill, \$2,500; Martha Ball Mining Co., improvements, \$4,000; Falls City Mining Co., improvements, \$4,000; Wentworth Land & Mining Co., enlarging 200-ton mill, \$2,000.

New Concerns: Kocher Cigar Factory; A. M. Brothers Mattress Factory; Aurora Barrel Factory; Oldham Mattress Factory. New buildings: Villa Heights, 16 dwellings, \$24,000; Empire Addition, 28 dwellings, \$42,000; Interstate Grocery Co. will erect six-story business building; 16 new dwellings, \$54,500; R. Muir, four-story brick hotel, \$20,000; Ball & Gunning Milling Co. have added 8 bins to their elevators at Webb City, \$20,000; Tonnie's Transfer Co., addition to warehouse, \$6,000; Mrs. Lulu Taylor, 3-story, fire-proof building, \$25,000. Reported Joplin Union Station Co. will expend \$62,500 for train sheds. City Council will erect an auditorium and also a market house. Portland Lead & Zinc Co., 300-ton mill. Redbrush Mining Co., moved 150-ton mill, \$2,000. Hamilton-Brown Shoe Co. of St. Louis is considering locating shoe factory here.

Land purchases: E. F. Cameron, 8 acres mineral land, \$2,000. Public school enrollment for 1913, 8,000.

Lewis, La.—The Rogers Oil and Gas Co. has bought in a gas well of 75,000,000 cubic feet; capacity, rock pressure, 1,200 pounds.

Mansfield, La.—Cumberland Telephone Co. has installed a switchboard costing \$4,165. The Frost-Johnson Lbr. Co. has purchased 21,000 acres of timber land from Florien Giauque for \$250,000. The new storage plant of the Mansfield Ice & Cold Storage Co. is in operation. The Gulf Refining Co. has leased 40 acres of land for warehouses and pipe yards. Producers Oil Co. has purchased holdings of Christine Oil Co. for \$250,000. B. M. Elich, three-story bakery. Incorporated: Joshua Oil Co., \$20,000. The Mansfield Clay Products Company and the De Soto Brick Co., both new plants, are in operation. W. E. Keller, new brick warehouse. C. E. Jenkins & Co., brick warehouse. Ten other buildings completed. Mansfield Cotton Oil Co. increased capital 15th. The Mansfield Ry. and Transp. Co. had completed 5 miles of its extension to stock from \$40,000 to \$60,000 on August Naborton oil field. Incorporated: Houghton Gin Co., \$5,000. August 18th Producers Oil Co. brought in a well with initial flow of 3,000 barrels. Police Jury, De Soto Parish, let contract to build road from Mansfield to Benson, 14 miles; cost, \$21,800.

Many, La.—Fitz Oil Co. of Galveston, in-

creased capital stock \$20,000 to \$40,000.

Mena, Ark.—Dr. W. B. Crawford has equipped and is now operating Mena Hotel as a drugless sanitarium. A new coal vein, 30 inches thick, has been found at Eagleton, Ark. G. W. Conklin has purchased the Huston Brick Co., which has been idle several years and will place same in operation. Under construction, training stables and race track, \$2,000.

Mooringport, La.—The following companies brought in oil wells: Producers Oil Co., 13,000 barrels; The Phoenix Oil Co., 3,300 barrels; Standard Oil Co., 500 barrels. Contract let to build bridge across Caddo Lake, 700 feet, \$41,000.

Mulberry, Mo.—Organized: Mulberry Ice Co., plant under construction.

Neosho, Mo.—Under construction, road between Joplin and Neosho, cost \$15,000; other roads, \$6,312. City tax assessment for 1913 is \$1,210,397. The Robinson-Davis Lbr. Co. is erecting a new planing mill. The Liquid Carbonic Acid Co. has manufactured five carloads of strawberry syrup. Incorporated: Neosho Auto Co., \$3,500. The Mo.-Ark. Townsite Co. has purchased 1,400 acres near Neosho to be sold in smaller tracts. Incorporated: Newton County Bank, \$40,000. Masonic Lodge will erect a temple, \$8,000. Available road fund, \$6,212. A bond issue of \$30,000 has been voted for public road construction. V. H. Green, Armstrong & Sandsburg, new hardware firms. Geo. Cooksey, new lumber yard. Bond issue for \$12,000 voted Sept. 23, for high school. Chas. Schifferdecker sold 480 acres mineral land for \$15,000. Special road tax of \$30,000 voted affirmatively, June 30, 1913. Incorporated: Langley Land & Development Co., \$40,000.

Orange, Texas.—The Carter Lumber Co. has purchased all the holdings of the Weir Lumber Co., including timber lands, mills, trams, etc. The Reo Bravo Oil Co. brought in an oil well on the Bland farm, 8 miles from town. Contract let for dry dock; cost \$100,000. During the past 6 months there have been 42 new dwellings constructed. Electric power plant, \$40,000. First Baptist Church, \$30,000. Luther Moore Lumber Co., \$40,000. Incorporated: Terry Lumber Co., \$25,000. Orange State Bank, \$25,000. U. S. permit received for building bridge across Sabine River.

Oskaloosa, Mo.—The Universal Clay Co. will increase capacity of its plant to 30,000,000 building bricks per year.

Pittsburg, Kas.—Contract let for Forest Park School building, cost \$21,285. In operation: The Moka Coal Co. is using steam shovel on 160 acres. Holden &

Ward, shoe store, new firm. St. L. & S. F. Ry. has under construction a new four-stall round house. Crawford County's tax assessment for 1913 is \$7,117,245. Pittsburg Paving Brick Co. will operate strip coal mine with steam shovel, \$20,000. Cornerstone laid for Methodist Church to cost \$75,000.

Port Arthur, Tex.—J. T. Connelly is constructing a \$100,000 gas plant; also an office building to cost \$2,000. Incorporated: Thomas Ice Cream Co., \$2,500. The Gulf Coast Oil & Fertilizer Co. has purchased the steamboat "Eugene Price," to be used as a fishing vessel. Port collectors report for May showed 41 vessels entering from foreign ports with imports valued at \$259,000. Thirty-nine vessels cleared with exports valued at \$1,391,525. The new water system is completed. Artesian well water from Port Neches is now running through the pipes. Building permits for year ending June 30, 1913, \$310,691. Twelve blocks of street paving completed, \$57,000. Port Arthur Gas Co. has erected an office building, \$6,000. The Elk Theater is being remodeled. C. E. Smith business building, \$8,000. Merchants State Bank building, \$65,000. Value of foreign exports, June 30, 1913, \$25,158,082. Imports, \$2,228,445. U. S. Government's appropriation for deepening Johnson's Bayou, \$10,000; for extension of jetties at Sabine Pass, \$365,000. U. S. postal receipts for the year, \$25,422.97. J. H. Baxter, concrete brick plant. Under construction, steel draw bridge across Sabine-Neches Canal to reach Pleasure Pier. Population Jefferson County, 38,182. During July, 1913, there were exported 1,093,532 barrels of oil. J. H. Sherman, store and warehouse, \$22,365. Incorporated: Southern Rice Growers Milling Association, \$2,000,000. Jefferson County Traction Company has completed suburban railway between Port Arthur and Beaumont. U. S. contract let for extension of east jetty of Sabine Pass to cost \$365,000. A. S. Achée, new brick bakery. New switchboard for Electric Pumping Station, \$1,500. The South Coast Oil Fertilizer Co. has made a catch of \$60,000 barrels of menhaden; the product is 1,200 barrels of oil, valued at \$18,000, and 2,300 tons of scrap to be used as fertilizer. This company will have four steamers in operation next season. The city has purchased a new drainage pump; capacity, 1,000,000 gallons per hour. Exports from Port Arthur for August, 1913, amounted to \$1,882,962. Imports, \$159,248. Total, \$1,982,210. The Port Arthur Gas Co. has laid 18 miles of gas mains and is now building a gas holder.

Poteau, Okla.—Organized: The Le Flore County Gas & Oil Co. will supply Fort Smith and other cities with gas. Incorporated: Kavanaugh Lumber Co., \$6,000. Reorganized: Miller Hardware and Furniture Co. Incorporated: Sugar Loaf Oil & Gas Co., \$15,000; Poteau Cotton Oil Co., \$14,000.

Sallisaw, Okla.—Consolidated: Sallisaw Bank & Trust Co. and Farmers National Bank. Capital stock increased, \$50,000.

Siloam Springs, Ark.—Incorporated: Siloam Springs Auto Co.

Shreveport, La.—Incorporated: By Sisters of Charity, the Shumpert Sanitarium. The Hotel Youree, cost \$300,000, has been leased to Furlong Hotel Co., to be opened November 15, 1913. T. R. Hodges, annex to Inn Hotel, \$50,000. Bayou Rapides Lbr. Co. of Alexandria, has increased its capital stock from \$75,000 to \$125,000; will erect saw-mill with 100,000 feet daily capacity. W. H. Werner, garage, \$25,000. Under construction, 100 miles of levee above and below Shreveport, \$500,000. The Southwest Electric Co. has put in operation a 16-panel switchboard, costing \$15,000. Incorporated: Imperial Shoe Store; Springbank Lumber Co., \$150,000; Caddo Lake Oil Co., \$1,000,000; Oil Field Gas Co., \$100,000. The new city directory gives Shreveport a population of 34,963. The Henderson Iron Works has purchased the plant of the Timpon Handle Co., for \$3,580. The tax assessment of Caddo Parish for 1913 is \$39,486,383, against \$35,552,685 in 1912, a gain of \$3,932,698. The assessment of the city of Shreveport for 1913 is \$20,905,065, against \$17,440,705 for 1912. Value of building permits from January to May 31st, \$583,548. W. B. McCormick has purchased the Busby place for \$25,000. A. C. Steere has purchased the Betty Parsons tract of 40 acres for \$33,000. Building permits, July, 1913, \$158,361. Under construction, Swift & Co.'s fertilizer factory, \$150,000. The McCue Oil Syndicate has been consolidated with the Busch-Everett Oil Co., joint capital, \$3,000,000. Incorporated: Shreveport Brick & Tile Co., \$50,000; S. H. & H. Drilling Co., \$10,000; Shreveport Fertilizer Mfg. Co., \$500,000; Brown Stave Co., \$50,000, erects building, cost \$25,000; B. R. C. Bottle Co., \$25,000; Hippodrome Co., \$25,000; Hester Realty Co., \$10,000; State Fair Improvements, \$10,000. Contract let for approaches to Red River wagon bridge, \$10,000. City work on river front to protect 35 acres, \$215,000. Inn Hotel addition \$45,000. Caddo Drainage District let contract to clear out Alligator and Volney Bayou, \$6,500. Bossier Road District No. 7 authorizes a bond issue of \$175,000 for 40 miles of gravel



road. Farm sales amounted to \$128,500. The Texas Company has converted an oil pipe line from Caddo field to Port Arthur into a gas pipe line to secure fuel for refinery—distance 250 miles. Incorporated: Bankers Loan Co., \$100,000; Velvet Oil Co., \$25,000; San Antonio-Caddo Oil & Gas Co., \$100,000; Tri-State Oil Co., \$25,000. Under construction: Eight-inch oil pipe line by Standard Oil Co. from Caddo field to Baton Rouge, cost \$1,000,000. Incorporated: Pasadena Petroleum Co., \$3,000,000. Incorporated: Mineral Wells Oil & Gas Co., \$75,000; Oil City Trading & Drilling Co., \$25,000; Henrietta Oil Co., \$10,000; Pasadena Petroleum Co., \$3,000,000; Independent Oil & Gas Co., \$250,000; Herald Publishing Co., \$5,000; Fort Worth-Louisiana Oil Co.; Caddo Oil & Fuel Co., \$50,000; Home Construction Co. of North Louisiana, \$200,000. The San Antonio-Dallas Oil & Gas Co. has let contract for wells to be drilled to cost \$50,000. Incorporated: W. I. Ragley Lumber Co., \$600,000. Caddo Levee Board has let contract for construction of levees at Scott's Slough, Rattling Slough, Havana, Conier, Line Point, Silver Point, Twelve Mile Bayou, Dixie, Lucas, Leonard, Long Point and Campo Beels to cost \$750,000. Grand Opera House remodeled. Tax valuation of Louisiana for 1913, is \$578,933,718, an increase of \$28,415,910 over the year 1912. Shreveport's tax valuation for 1913 is approximately, \$19,000,000. F. D. Bickham, new broom factory, capacity, 50 dozen per day.

Singer, La.—Brown Brick Co. will establish a brick yard here.

Starks, La.—New school house, \$20,000.

Stilwell, Okla.—Reorganized: First State Bank of Stilwell, \$15,000. Whitaker Bros., new elevator, \$10,000. B. G. Fletcher, new hardware concern. Gas flow found in well at Christie, Adair County, at 157 feet. Oil found in well at Piney, Adair County. An oil company formed at Watts, Okla., will bore a test well at Oil Springs, Adair County. Incorporated: Stilwell Oil & Gas Co., \$10,000. Contract let for boring 2,500 feet, \$3,750. Well northeast of town.

Sulphur Springs, Ark.—Rock bridge completed, \$800. Electric light and water plant completed and in operation.

Oil City, La.—Incorporated: Big Stream Oil Co., \$14,000.

Texarkana, Ark.-Tex. — Incorporated: Southern Motor Co. to manufacture automobiles, \$10,000. Will build factory. Twin City Products Co., bottling works, \$5,000. Contract let for construction of a two-story fire-proof school building, \$32,500. Incorporated: Tall Timber Lumber Co., \$250,000. Tilson Bayou Farm, 450 acres; sold for \$22,500. Rose Hill Ward School, \$40,000. Highland Park School, \$12,000. Central School, \$6,000. State and Agricultural School Buildings, \$58,000. Under construction: Masonic Temple. Armour & Co., new brick building. Drainage Canal, 10 miles long, 36 feet wide, 10 feet deep, to drain 45 square miles, between Lost Prairie and Red Chute has been completed. The Southwestern Gas and Electric Co. has installed a 950-horse power boiler and other improvements to bring capacity to 3,000-horse power. The Purified Gasoline and Oil Co. has purchased land, ordered machinery and will construct factory, \$20,000; capacity, 50,000 gallons per day. Organized: The Vineyard Company, \$50,000. Incorporated: Motor Machine Co., \$5,000. Tennon Bros. are building addition to their steel ceiling and metal sash plant, \$75,000. Construction of U. S. Building on West Side completed.

Van Buren, Ark.—New three-story hotel, \$30,000.

Vinton, La.—Gulf Refining Co., 1,500 barrel oil well, August 22, 1913.

Vivian, La.—Bond issue of \$25,000 voted for waterworks system.

Waldron, Ark.—The new creamery is now in operation. Bank of Waldron building is being remodeled and made modern.

Watts, Okla.—Organized: Illinois Oil & Gas Co. to prospect in Adair County.

Westville, Okla.—Creamery Company organized, \$5,500.

Westlake, La.—Bids wanted for construction of a school house, \$20,000 available.

Wilton, Ark.—New cotton gin installed, 4-stand, 70-saw equipment, with capacity of 60 bales of cotton per day.

Winthrop, Ark.—Completed: New cotton gin, 3-stand, 70-saw equipment. Organized: Winthrop Threshing Co., \$1,000. Contract let for school building, \$10,000.

Zwolle, La.—Conewanda Oil & Gas Co. of Pennsylvania making test borings for oil.

# K. C. S. RAILWAY Employee's Supplement

F. E. ROESLER, Editor

*Current Events wishes each and every one of its patient readers a happy and prosperous New Year, and may each succeeding year be equally prosperous.*

This is about the time of the year when people form good resolutions and meditate over the different kinds of fools they have made of themselves during the preceding 365 days. It is sad to think of the things that we have left undone which we should have done and of the things which we have done which we should not have done. It is said that the road to perdition is paved with good resolutions, which are never fulfilled; be that as it may, the best and most important resolution a person in the railway service can make is to resolve to consistently carry out every precaution essential to the personal safety of himself and his fellow employees, help in every practical way to eliminate danger and reduce the destruction of human life and injury to the person. Most so-called accidents can be avoided by proper precaution. SAFETY FIRST should be the principal subject for meditation and prayer by every railroader in active service, and any good resolutions he may form on this subject should not be allowed to become paving bricks on the road to perdition.

## RUNNING A RAILWAY SHOP.

A railway mechanical officer recently remarked that a railway shop is run with the idea of getting work out in the quickest possible time, expense being a secondary consideration, whereas the contract shop had to make a profit in order to exist. There are not many contract shops, but some railroads find it cheaper to have their work done in them than in their own shops. If the same care and supervision were given the railway shops they could do the work as cheaply as the contract shops. The reason why the contract shop is operated more economically is that its head is a business man as well as an expert in the methods of

repairing equipment, and he aims to have his work done as quickly, as cheaply and as well as possible for he, like the railway shop superintendent, is subject to the early delivery demands of the transportation department. That there is considerable waste of money in the ordinary railroad shop there is no question, and more attention and study should be given to shop economics. The men in charge are usually taken from the ranks; their chief characteristics usually are those of successful handling of men; and it is seldom they possess the commercial experience and qualities of the successful business man. Yet such experience and qualities are necessary to the management of a shop to make it really pay. Many roads have special men on the staff of the shop superintendent, who make a study of shop conditions with a view to getting the various jobs performed in a shorter time and at less expense; who in other words act as business men for their chiefs. Such a man, if fitted for his work, is an important factor in reducing shop costs, and will save his salary many times over. But he should be carefully selected for his position. He should be broad minded as well as intimately familiar with shop work. His studies should not be restricted. He should have practical ideas as well as theoretical understanding so he can apply them to the best advantage. He should have free rein to study arrangements of tools, the routing of material, the distribution of small tools, etc. On roads having numerous small shops, he, or his assistants, should travel from shop to shop, aiming at each point to put the shop on a commercial basis. Such a man is, of course, a high priced man, but if he has the qualifications he will be worth his hire."



### TELLS HOW TO LOAD CARS.

#### Recent Circular Explains Saving in Proper Handling of Coal.

The Frisco has issued circular No. 39, giving instructions for loading coal cars. With lump and run of mine coal extending above the side of open cars the lumps must be beveled up to a crown not over 26 inches above the sides on steel cars, and not over 20 inches above the sides on wooden cars. The circular gives photographic illustrations so that the loading can not help but be done properly. The load on a properly loaded car will weigh 107,500 pounds, the circular says, while the improperly loaded car may weigh only 99,000 pounds, making a difference of 8,500 pounds, indicating that 92.09 properly loaded cars would haul as much as 100 improperly loaded cars. On the Frisco system, it is stated, there was an average of 442.95 cars loaded per mine working days during the fiscal year ending June, 1913, and if they had been loaded properly there would have been a daily increase in the available car supply of 38.05 cars, which is surely worth consideration.

The proper loading of cars not only would decrease the car shortage, it is claimed, and thereby assist both the shippers and the railroad company, but also would increase the average number of tons per loaded coal car mile and decrease the shipper's cost of transportation. The tariff provides that the capacity of the car shall be stenciled on each car, and when the shipper does not load with sufficient care to meet this minimum weight he will be paying more than if the car had been loaded properly.

When presented in this light the shippers have been eager to conform to the requirements of the circular. It has been found that no extra time per ton loaded has been required to load the cars in the proper manner, and that the losses in transit due to coal falling off the cars have been materially reduced.

### ENGINE KEEPS ITS IDENTITY.

#### Big Machine Doesn't Get Lost When Torn Apart.

It has often been remarked by visitors to a railroad shop that they do not understand the system of how engine numbers are preserved when they are undergoing heavy repairs or are being rebuilt, a process that locomotives are put through very often. Like a very well regulated business there is always a system that will preserve

the identity of a locomotive even if it is entirely stripped of its cab, cylinders, steamchest, jacket, and on down until nothing but the boiler and firebox remains in sight. The system used in the Southern shops is said to be as good as any in the country, and now there are to be seen boilers stripped of everything waiting to be rebuilt new, but when they came out of the shops they still retain their number. When a locomotive is run into the shop, for repairs ever so light, a record is made of the time when it went into the shop, and the shop superintendent also makes a record and if it is sent in for heavy repairs, a complete record is made of its number and every piece used in its construction. The date of its receipt also is kept and in this way every piece is preserved so that there is no way for the engine to lose its identity unless the records should be burned, and then even the foreman of the shop will have a recollection as to what number was worn when she was run into the shop.

In the first place when a railroad company wants new engines, the mechanical engineer draws the plans and specifications, together with the serial numbers desired for the engines when they are delivered. These are sent into the factory and there they are built according to the plans and specifications as submitted. Here is where the record of the engine really commences and continues as long as that engine is in use. From the time it is placed in the service of the road its every movement is recorded in the master mechanic's office. The amount of work it does, the expense it has been to the company in repairs and fuel and the amount of tonnage it has been hauling and the expense attached every day it works, all are recorded. It may be run into the shops for a rebuilding and it may go in for light repairs, but its movements are recorded from the time the plans leave the mechanical engineer's office until they are placed in the service, and to the time it is discarded and thrown into the scrap heap.

"There is another interesting feature about engines," explained a shop foreman, "and that is, two engines may be identically alike, in material, construction, etc., and one of them will do excellent work while its mate will be wanting some way and will be an expensive engine to the company. An engine is like a human being; one man will walk all day and do it in a graceful way while another man will make the same speed, and cover the same ground, but all of the time he is doing it in a manner that gives the impression that he is working

himself to death. One engine will work along, steaming well and running just as nicely and easily as could be desired, while another one built after exactly the same pattern, out of the same material, will work itself to pieces after a few trips. The same rule, jewelers will tell you, applies to watches of the same make and style. The only explanation that can be given by mechanical engineers is that there is a vast difference in material, although it may all look alike when it goes into a locomotive. The 800 class engines now in use by the Southern are the best the road ever owned. They are being run at a less expense than many other engines of less tonnage power, but this is simply a fortunate occurrence in their building at the factory. The road might order six or eight more of identically the same pattern and get engines that are not near up to the standard of the ones in use now. Another feature, too, in giving orders for new locomotives, to which possibly the public never gave a thought, is that when the blue prints are submitted to the factory the desired weight of the engine also is given and a few pounds outside of the weight as submitted are enough to condemn that engine in the eyes of the inspector who is sent by the company to watch it built."

### THE DOG LOST HIS TAIL.

#### A Mixup With a Motorcycle Was Disastrous.

A. M. Beamon, ticket agent at Pittsburg, Kan., owns a dog that makes some pretensions towards the Spitzenberger breed. The dog also holds a grudge against a bicycle or a motorcycle and neither of the machines could pass the Beamon home without the dog tearing out after them, with the apparent full intention of taking a piece of them. About 5 o'clock in the morning, Beamon stepped out of the back door and heard his dog barking. He stepped around the corner of the house in time to see a great cloud of dust out in the middle of the road enveloping a man on a motorcycle and the dog going round with the rear wheel. Finally the animal went flying over the handle bars and landed about ten feet in front of the machine just out of its way. His dogship quickly gathered himself up on his feet and with a howl rushed around the house and to the back door not in the least noticing his master, who was standing close by the front corner of the house as he passed. Beamon noticed that his dog was leaving a trail of

blood and a closer inspection developed the fact that he did not have the sign of a tail. It had been twisted off close.

"I do not know exactly what the mixup was between the dog and the motorcycle, but I do know that it was serious for the dog," explained Mr. Beamon, "and I'll bet he will never bother another motorcycle or bicycle, for I think he is wise enough to know when he has had enough. The man on the motorcycle was exceeding the speed limit, going at the rate of eighty miles an hour, if he was going a mile, and the dog was going at the rate of 120 miles an hour when he ran around the house to the back porch."

### CAN'T MIX GAMBLING AND WORK.

"Of the gambling among railroad men," remarked a Southern official, "there need nothing be said. A man who gambles and tries to railroad at the same time is a failure in both at the end of the year. The successful amateur gambler graduates into a professional and maybe quits a good position on the road or somewhere else and finally winds up as a dangerous microbe to humanity and is no good to himself or anybody else. If he had stuck to his position he might have been an honored employee and maybe pulled down a salary that is more in one month than he wins and loses during the month. The railroad man who can play cards all night and then go out and do satisfactory service during the day time has never been born. He has given his energy to the cards the night before and has but little to give the railroad company for whom he is working. I'm not insinuating that any of our employees are gamblers but I am insinuating that if any of them are, they had better stop when they can, not only for their own good but for the good of everybody around them."

### MANY SERVED IN ARMY OR NAVY.

There is a movement among the employees of the shop to organize a Soldiers' and Sailors' Association, made up exclusively of shop boys. It is estimated by those who have made the investigation that about 70 per cent of the shop employees are ex-soldiers or ex-sailors and that such an organization would be beneficial as well as entertaining to all of them. Some of them served in the United States army during the Spanish-American war, or were in the navy during that little brush. Besides these there are those who have been enlisted men either in the army or navy since then. Charles Wiman, a veteran of the Spanish-American



war, J. J. Boydston, who served four years in the United States army, Earl Henney who served his time in the navy, and a number of others are promoting the organization, it is stated.

### IS MAKING ENGINE TESTS.

#### L. D. Freeman Has Job That Isn't at All Easy.

L. D. Freeman, chief draughtsman in the office of the mechanical engineer, has been putting in most of his time during the past few weeks making engine tests as to the use of fuel, the amount of tonnage that can be hauled and similar information. He has kept a careful record of everything that pertains to the tests. In order to do this he is compelled to make trips with the engine which was selected to make the tests and he follows it wherever he goes.

The test which has been most recently under his supervision was one of the 800 class. He completed the work upon it and his report for the time it was under trial is completed. He expects to start out on a similar test with another locomotive soon. It is the intention to test engines of three or four classes before the complete test will be reported. A testing machine is used at all times and between the testing of the amount of steam used and fuel burned it keeps one a pretty busy man. He also must watch grades encountered and many other things that if named would make a good sized book.

### "BEATING THE RAILROAD."

He who drinks from a tomato can, abhors baths and rides the bumpers, is not the only one who delights in "beating the railroad." There are others. Of course, there is the well known type of parent who would have you believe, if you were a passenger conductor, that Willie's age remains perennially 11 years and 11 months. There are still others. The North-Western Ry. has discovered one. In a pecuniary sense, at least, he is not a "bum." He purchases a ticket, checks his baggage (as heavy as allowed), rides gaily to his destination in his motor car—and then presents his ticket for redemption. Whatever the railroad's feeling toward him, he should be one of the few citizens who looks upon the steam carriers as public benefactors. And there is one more, saddened though one is to record it. The Central Passenger Association at a recent meeting in Chicago heard reports that an investigation of several applications for so-called clergy fares resulted in

the discovery that the applicants were theological students who would not complete their studies for several years! "Et tu, Brute."

### WHAT A STOPPAGE MEANS.

On a busy railroad line a stoppage of 60 seconds of traffic means a loss of \$250. That is the way the statistician of the operating department of the Frisco has got it figured out and in one hour this may reach \$25,000. This is trebled in the second hour, and goes on increasing until in the third hour the blocked railroad is losing \$1,000, \$2,000 or \$5,000 a minute—no one can calculate how much. The railroads appreciate better than the public, comments the statistician, that safety is cheaper than wrecks, and intimates that if every one would practice the safety habit wrecks would be less frequent. Railroads do not hesitate, he says, at the expenditure of great sums of money for the block-signal systems. These investments have saved many times their cost, but they do not put an end to wrecks. They have increased the human element in railway operation, which is the weakest spot, but there is still a huge margin left for further improvement.

### SAFETY FIRST.

#### Louisiana Flagging Rule.

The Railroad Commission of Louisiana has passed, under date of October 21, the following rules relative to protecting trains:

It is hereby ordered that railroads operating in Louisiana may employ as flagmen men who have had one year or more experience in train service with other common carrier railroads, who, in the judgment of the superintendent of the railroad employing such flagman, are competent to fill the positions as flagmen, it being hereby made the duty of such railroad company, before such men are employed in the capacity of flagmen, to study carefully the flagging rule prescribed by the railroad commission, and to satisfy the superintendent of the company employing such flagmen, through oral examination, that they are thoroughly familiar with the same, and competent to carry out its requirements. Before such men may be put to work as flagmen, they must also be carefully examined as to the operating rules of the railroad company by which they are to be employed, and must pass an examination upon such rules, either oral or written, which will satisfy the superintendent that they are fully qualified to perform their duties.

### THE SAFETY FIRST MOVEMENT.

C. W. Egan, General Claim Agent, and Member of the General Safety Committee of the Baltimore & Ohio Railroad Company.

If you thoroughly analyze the accidents on our railroads, in our industrials, on the highways, and in the home, you will find the majority of them are preventable, and are caused by three classes of men, viz.:

A. The man who does not believe in the safety first movement, who is careless in his work and does not care for his own life and limb, and much less for the lives and limbs of his fellow men.

B. The man who does not take his rest—who works all day and carouses around all night, returning to work the next morning wholly unfit mentally and physically to do the hazardous work assigned him.

C. The man who is not quiet, who is constantly finding fault with the conductor, engineer, trainmaster, superintendent and even with his wife.

And when you find men of this class trouble is bound to come, so that if you choose to read the third chapter of the Book of Job, you will find that text hits the nail on the head in the safety first movement. The words conveyed to us in this chapter are: "I was not in safety, neither had I rest, neither was I quiet, yet trouble came."

Next to the gospel of Christianity which teaches us to save the soul of man, is the gospel of humanity which teaches us to save his life. Some men are born great, while others achieve greatness by great deeds done for the temporal and spiritual welfare of their fellow men, and no nobler work can fill the hearts of men than the work of saving the life and limb of the

Thousands of rules and orders may be promulgated for the advancement of safety, but unless you can get each man to think—think what the safety movement means to himself and the loved ones at home—then we cannot hope to reach the goal which we all seek, the absolute freedom from death and permanent injury caused by carelessness, forgetfulness or negligence on the part of employees. Therefore, it behooves us to become teachers—teaching men to think and act "safety," and I feel sure that the future success of the safety first movement lies in this fact alone.

You cannot see thought nor define it, yet you see thought manifested in the acts of men. When you see men doing their work in a safe manner, then you know that your teaching them to think "safety" has borne

fruit. Another essential in this work, is to get the division officers interested, and to some extent you will find this is a difficult proposition. Some of the division officers think because they lend their name to the safety first movement, that their work there stops and they are full fledged safety first men. The fact that a man goes to church is no criterion that he is a Godly man, and so it is with the men who have but a passing thought on the safety first movement.

—Pere Marquette Monthly Magazine.

### KEEPING THE CARS MOVING.

**Trainmasters, Yardmasters and Others Are Assisting, Official Says.**

"We are having very good results in the movement of cars on the Kansas City Southern just now," an official of the road said a few days ago, "and we are having the co-operation, cordial, too, of the men of the road—trainmasters, yardmasters, agents and trainmen—and we would like to hear from the best men of the road what devices they are adopting to get more movement out of the freight cars from day to day. There is not a freight agent who cannot help to benefit the movement by economizing in his orders for cars, by making sure the cars are loaded in time for the locals and in a hundred other ways. A great deal can be done in this way if the care is taken at local freight stations. Local freight crews help a great deal, if they have a complete organization of the local switch crews. I shall never forget the local organization of a local freight crew on the Pennsylvania railroad some thirty years ago, with which I had the honor of being temporarily connected. The conductor of that crew knew the location of the switches at every station on the division, thoroughly, and gave specific orders to every member of his crew before approaching a station, so that the work was done with remarkable efficiency. Not only did the conductor give his orders clearly and ahead of time, but he insisted on getting his own orders in such definite shape that he, himself, knew exactly what was to be done at each station before he approached it. That crew earned thousands of dollars a year by its efficiency in getting more movement out of cars."

The road master, the section foreman and section men can help get more movement out of cars, not only by insuring the cars a perfect highway but by doing their work so that the ordinary movement will be interfered with as little as possible. A yardmaster can help more if he is a good



one, for a good yardmaster is always looking to getting cars out as fast as he can, so the yards are in a shape for working, while a poor one is always seeing how many cars he can get into the yards so as to have them on hand when they are called for, at a time he does not know when. Before he has disposed of them a run is made on the yards for storage and he has the thing on his hands a good yardmaster dreads—a blockade to be handled that uses a lot of his time to get broken. A train dispatcher can help a great deal, especially those dispatchers whose duty it is to distribute cars at local stations. And in suggestions they could tell, probably the best way to handle the cars along the line and at the different stations. The study among the officials of all railroads just now is the movement of cars and especially in this district.

#### PERSONAL.

A circular from the office of the president of the Kansas City Southern Railway announces the appointment of Walter W. Avery as assistant general passenger agent, with headquarters in Kansas City, effective November 1.

Mr. Avery holds the record for the longest service with the company. He became associated with the Kansas City Southern in July, 1896. It was then known as the Kansas City, Pittsburg & Gulf Railway and had about two hundred miles of track. This was before A. E. Stilwell had become associated with the road, and E. L. Martin was president. Mr. Avery began his railway work in Kansas City in the joint office of the Burlington-Katy roads.

Mr. M. F. Smith has been appointed general agent of the Kansas City Southern Railway at Los Angeles, Cal., the appointment becoming effective December 1, 1913.

Mr. Smith is a man of practical experience in the traffic division of railway service. He was general agent of the Chicago, Milwaukee & St. Paul Railway Co. at Dallas, Tex., for a number of years, and then became general agent of the Southern Pacific Railway Co. at Houston, Tex.

Mr. I. H. Dudley has been appointed general agent of the Kansas City Southern Railway at Seattle, Wash., the appointment becoming effective December 1, 1913.

Mr. Dudley for many years has been general agent of the Blue Ridge Despatch at Seattle, Wash. He will represent this company, as well as the Kansas City Southern Railway.

Mr. J. B. Gibson has been appointed traveling freight agent, with headquarters at Houston, Tex. Mr. Gibson succeeds Mr. H. C. Moran, who resigned to accept service with another company. This appointment became effective December 15, 1913.

Mr. I. Nunn, father of Mr. C. W. Nunn, general agent of the Kansas City Southern Railway at Joplin, Mo., died of paralysis at the home of his son at the age of 74. His remains were sent to Neodesha, Kan., his former home, for interment. Mr. Nunn was a veteran of the Civil war, having served three years in the 101st Regiment, Illinois Volunteers.

Mr. Willard Hall, who has been erecting foreman in the shops at Pittsburg, Kan., has been promoted to succeed C. W. Bugbee as shop superintendent. Mr. Hall has been employed in the K. C. S. shops continuously for the past twelve years.

Mr. J. A. Hoyder has been appointed agent for the K. C. S. railway at Anderson, Mo.

Mr. L. B. Abbey, for several years agent of the K. C. S. railway at Vivian, La., has been promoted and assigned the agency at Port Arthur, Tex. Mr. Abbey will be succeeded by W. L. Shew, from Ludington, La.

Mr. W. E. Maher, K. C. S. passenger engineer, has been appointed assistant oil and gas inspector by the Conservation Commission of Louisiana. Mr. Maher is well known at DeQueen, Ark.

Mr. C. A. Snyder, foreman of the shops at Heavener, Okla., was killed November 29th by a lump of coal weighing three hundred pounds which fell from a coal chute, striking him on the head.

The management of the B. & O. railroad recently asked the K. C. S. officials if they could send them some engineers; and the K. C. S. agreed to allow five men to go to the B. & O. for 90 days if any of the men wished to go. W. W. Phillips, A. M. Brown, C. F. Foster and Ray Sanford, all of Heavener, Okla., left for Cleveland, Ohio. These men are all promoted men that have been firing on the K. C. S. because there were more engineers than jobs.

Mr. W. R. Sanders, brakeman, has returned to Pittsburg from a thirty-day vacation spent in California, Oregon and Washington, with relatives. He has taken a job on the Joplin switch engine.

Mr. J. M. Cochran of Sedalia, Mo., has taken a position in the upholstering department at the coach shop to succeed Ben Harrison, who goes to work for the L. &

N. road. Mr. Cochran worked in the Pittsburg shops several years ago.

Fireman Will Bryant has become tired of running an engine on the M. & N. A. road among the hills of Arkansas, and has resumed his place on the Joplin switch engine.

Mr. M. R. Barnthouse, chief clerk in the superintendent's office, Pittsburg, was called to Weldon, Ia., on account of the death of his father, which occurred suddenly.

Mr. Arle Hay has returned to the Pittsburg shops from Stamp, Ark., where he resigned from a general foremanship in the Louisiana & Arkansas Railroad shops.

Mr. Tom Ford, machinist, who was sent from Pittsburg to Shreveport, La., to put hub plate on engines, has requested permission to remain at Shreveport during the winter.

W. M. Boswell, mechanical engineer, has returned to Pittsburg from a vacation of three weeks. He was accompanied by Mrs. Boswell, and they visited in Port Arthur and other points along the gulf. On their way back they stopped for a few days at Noel, Mo. He caught six nice bass during his fishing experience. "I was agreeably surprised," he said, "at the dockage owned by the Southern at Port Arthur, as compared with the dockage of the other gulf ports. It is as good as that at Galveston and much better than the one at Port Boliver, Tex.

Mr. William G. Curren, whose appointment as assistant general superintendent of transportation of the Baltimore & Ohio Southwestern-Cincinnati, Hamilton & Dayton lines, was recently noted in these columns, began his railway career with the Pennsylvania Railroad. After about a year's service in agency work he resigned to take service with the Erie Railroad, and with which company he remained for several years. Mr. Curren then went to the Kansas City Southern Ry. at Kansas City, Mo., and for a number of years was superintendent of car service. The Baltimore & Ohio R. R. offering a larger opportunity, Mr. Curren accepted service with that system and for about three years has been assistant to the general superintendent of transportation at Baltimore, Md.

Mr. J. T. Oswalt of Gravette, Ark., recently paid the office of Current Events a pleasant visit. Mr. Oswalt, though now in the real estate business, was in 1880 or

thereabouts agent and operator at Sulphur Springs, Ark., which was then the terminus of the old Split Log road, operated between Joplin and Sulphur Springs, and now part of the Kansas City Southern Railway. The Split Log Railroad was promoted and built by Mathias Splitlog, a Wyandotte Indian, and associates, and was the first railroad built due south from Joplin, Mo. At the time Mr. Oswalt was agent at Sulphur Springs, Mr. Wentz, now resident at Sulphur Springs, was agent at Noel, Mo.

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#### Death of Dr. C. C. Riley.

A message was received from Baltimore January 6 announcing the death in Washington of Dr. C. C. Riley, General Superintendent of transportation of the Baltimore and Ohio Railroad system. He was stricken with a hemorrhage of the brain.

Dr. Riley was born October 1, 1864, and was educated at the Butler University and Central College of Physicians and Surgeons at Indianapolis, where he graduated as a doctor of medicine. He entered the railway service in 1883, in the freight office of the Cincinnati, Indianapolis, St. Louis and Chicago Railway at Indianapolis and became consecutively car accountant of the Indianapolis, Decatur and Western Railway, relief agent of the C. I. St. L. & C. R. R., and later held various positions in the transportation department of the C. C. C. & St. Louis Ry. From 1897 to 1900 he was superintendent of car service and superintendent of transportation of the Baltimore & Ohio Southwestern Ry. During the sessions of 1900 and 1901 he was instructor in the College of Physicians and Surgeons at Indianapolis, and in October, 1901, became car service agent of the Chicago & Great Western Ry. In July, 1903, he was superintendent of car service, and in October, 1904, superintendent of the Erie R. R. He came to the Kansas City Southern Railway in January, 1911, and again entered the service of the Baltimore and Ohio R. R. November, 1911.

Dr. Riley was personally one of the most lovable of men, and was highly esteemed by all who were fortunate in making his personal acquaintance and his death will be greatly regretted by all who knew him.

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## SAFETY FIRST.

Transcript of Notes Taken in Safety First Meeting Held at Shreveport Shops on Sunday, October 19th, 1913. Present.

Mr. W. F. C. Gibson, chairman.  
 Mr. A. A. Campbell, engineer.  
 Mr. T. M. Dailey, engineer.  
 Mr. L. Polette, engineer.  
 Mr. Frank Pierce, engineer.  
 Mr. C. W. Adams, conductor.  
 Mr. Doss Wray, conductor.  
 Mr. J. C. Dudley, conductor.  
 Mr. A. A. Cotham, conductor.  
 Mr. I. M. Roberts, fireman.  
 Mr. P. M. McGillis, warehouse foreman.  
 Mr. A. S. Stevens, section foreman.  
 Mr. J. A. Lawrence, brakeman.  
 Mr. R. McLean, shop foreman.  
 Mr. C. W. Gable, chief dispatcher.  
 Mr. Tom Cowie, chief clerk to master mechanic.

Mr. R. Hooper, car distributor.

Mr. Gibson: I guess we might as well begin. Gentlemen, you all know what this meeting has been called for—to start or inaugurate a system of "Safety First" on the K. C. S. We are not the first road in the country to start this thing; Safety First committees have been organized on a great many of the roads, and the results obtained show it is not up to the men alone to carry out the Safety First idea; unless we have the support of the employers, as well as the employees, we cannot hope to get results.

There are only three ways that I can see in which accidents occur: First, the method employed; second, the material used, and third, the man. The methods of doing the work are controlled partly by the employees and partly by the company. The company has a way it wants certain things done and issues instructions accordingly, while on the other hand, in doing some things the men employ methods of their own. Where the material is involved, that is strictly with the company. We can take care of the "men" part and part of the "method" part, but not with respect to the "material," and unless the company and the officials give us their hearty support we can't hope to do very much.

So far, everything that has been brought to the attention of the superintendent in the way of suggestions for the improvement of conditions from a safety standpoint has been done, with the exception of one thing, and that was in regard to stock chutes. If any action has been taken on that, as yet, I don't know of it. The object of the Safety First committee is for the members to give attention to conditions

existing or to the performance of the men which may result in injury to employees, such as kicking drawbars, etc., or if a man sees a nail sticking up in a board—it is just as easy to mash it down as it is to walk by and leave it for someone to step on. Another thing, you can walk down through the yards here and find drawbars, blocks, etc., lying between the track where switchmen are liable to fall over them at any time. Another way of getting men hurt is for brakemen and conductors to work on two sides of the train. Say you have two couplings to make with a cut of cars; the first one doesn't make and a man goes in between the cars to fix a knuckle. The second brakeman may be on the other side of the train; he thinks the coupling has been made and signals the engineer, figuring on making the other coupling, and if that signal is acted upon the chances are that the man in between the cars is going to get hurt. I think it would be a good "Safety First" idea for all men to work on the same side. I am going—

Mr. Pierce: Don't you think the engineer would be to blame in a case of that kind?

Mr. Gibson: Not if the men are out of sight.

Mr. Pierce: If you see a signal on your side and the foreman gives you a signal, what do you do?

Mr. Gibson: I ask him who is giving it.

Mr. Pierce: When I have occasion to work with men who handle the train that way and I get a sign from the fireman, I ask him where the man is and if he knows the signal is to be acted on, and when I get a chance to see the conductor I tell him to have them work on the same side.

Mr. Gibson: Don't you think it would be safer for the men to work on one side?

Mr. Pierce: Yes, I do, but I think the engineer is just as responsible as the conductor in case of accident on that account.

Mr. Gibson: Another thing; I think we should take up is the making of manifold train orders on the typewriter. If you should get a carbon sheet that has a blemish in it, it is liable to make the carbon copy so that it can be read differently from the original. Not long ago we had an order given us where the figure "4" had been struck. There was a blemish in the carbon sheet and it made the "4" look like a "1." I think that should be looked after. I think

another thing to look into would be to have operators make their figures more plain, and I should think the time on all orders should be spelled out instead of putting it down in figures. Everything of this nature should be reported. When we take chances we are simply gambling, and we are gambling with the lives of ourselves and our fellow workmen. There is no gambler but what loses sometimes, and if we persist in taking chances it can only result in one thing sooner or later, and if we are going to gamble let us do it with Uncle Sam's money and not with human lives.

Mr. Adams: I think Mr. Pierce started out on a very good idea in regard to the engineer's and fireman's duty in connection with the handling of cars or train on signals given by just anybody. I don't know that there has ever been an injury or an accident resulting from such handling here on this road, but I think it is the duty of the engine crew, if a man they know has given a signal and has gone in between the cars and they should know he is out of the way before they act on any othersignals. I generally know where my brakemen are when I give a signal, and I think, if the head end crew is paying attention to its business, there is a very slim chance for anyone to get hurt. I know I have worked here with engine crews that would not move when they got a signal, and I would find out afterwards that the brakeman was doing something I didn't know about.

Mr. Pierce: I think it is just a case of a man thinking before he moves. I know I would think now I saw a signal on this side; that man was working on my side, and if he has passed over to the other side I don't know it, and if the fireman gives me a signal coming from his side I want him to know who gives it. If it is from a man further down the train the fireman ought to know it, and I try to educate my firemen on that line.

Mr. Gibson: I understand it just as you do, Mr. Pierce; that is just the point I was getting at. Don't you think it would be better when it can be done for all the men to stay on the same side?

Mr. Pierce: Yes, I think it is best for them to work on one side or the other.

Mr. Adams: The old established rule was for the engineer to take his signals from the man working nearest the engine, he getting his from the men in the long field; as soon as the hind man would get out of sight the man next the engine would

give a signal to stop, and as soon as he got out of sight the engineer would stop. If these rules are properly observed there is no chance for an accident.

Mr. Gibson: It has gotten to be a different habit now.

Mr. Adams: It is not a very good habit, and it is just such things like these we want to eliminate; these kinds of things all contribute to injury, and these are the things Mr. Gibson is getting at. Another point Mr. Gibson made and which I think is a very important one, and that is the spelling out of the time on train orders. Another thing I think we should take up is having those engines numbered. There isn't hardly any of them you can pass on the road and tell what the number is, and under such conditions it would be possible to meet one train and think you had met another. You take it for granted that this is the train you were supposed to meet, but that is not rail-roading.

Mr. Dudley: Speaking of orders, I have had occasion to read some of the orders made at DeQuincy. They have an operator down there who is handy with his pen and he likes to put some extra flourishes on his orders, and lots of times you can't tell a figure from a letter. I don't believe an order should be written with any flourishes at all; I think it should be written in just a plain hand.

Mr. Gibson: Another thing: The company is taking this thing up and it can't expect to carry it out without some little expense. If it wants to keep the men interested it should act on the recommendation we make. For instance, now, why not put indicators on engines like the H. E. & W. T. has? You get an order here to meet No. 56 and it comes along and you watch for a flag and half the time it is so dirty that you can't tell what it is, and I think if the company had numbers on the engines and cabooses it would be a fine thing.

Mr. Adams: The Santa Fe had that rule when I went there, and they finally abrogated it—finally did away with it.

Mr. Gibson: Don't you think a number on the front end is all right?

Mr. Adams: Yes, sir, I do. I don't think there is an engineer or a conductor here who will contradict the fact that trains have met and passed on which not a man on the crew could swear it was the train they were supposed to meet or pass. They take it for granted that it was the one they were to meet, but sometimes somebody else might overlook an order. Meeting a

passenger train at night, you might as well have no number at all on the engine, because you can't see the little number under the cab window.

Mr. Gibson: Yes, sir, and now if you put indicators on an engine it will eliminate all of that, and I don't think it would cost very much per engine.

Mr. Adams: The engines ought to be numbered and the number specified in the order. The numbers should be on the sides of the engine tanks so that they can be seen.

Mr. Gibson: Yes, sir, and the time in the order and the engine number should be spelled out. We all know that the writing out of the figure in a train order was eliminated to help the chief dispatcher out of a little work.

Mr. Gable: I believe myself that the figures in a train order ought to be spelled out. I like it better.

Mr. Pierce: I believe that the engine number should be on the tank instead of on the cab because the numbers under the cab windows are not big enough. You can see them hardly in daylight, much less at night, and if they were on the tank in big numbers we could hardly help but see them. As they are now, the light from the cab window at night blinds you and you can't see the number.

Mr. Adams: So far as putting them on the tank is concerned, I have seen engines here with three different numbers on them—one on the headlight, one on the cab and another on the tank.

Mr. Gibson: Another thing that ought to be stopped is the shipping of material on the back of engine tanks. An engineer has got enough to do in case of derailment in dodging frogs and switch chains, without being expected to dodge an engine pilot or a couple of barrels of oil. I noticed the other day an engine going out of here with two barrels of oil on the rear of the tank. Brother Campbell, didn't you go out with a couple of barrels of oil on your tank the other day?

Mr. Campbell: Yes, sir.

Mr. Gibson: I am glad to see that everybody is taking this Safety First proposition up as if they were going to do something, and we are getting results already. At Mansfield it used to be that the passenger train would drive in there and as soon as they got stopped the brakeman would look around and run off to the first brakeman he saw and beg the "makings," and probably some old lady would fall down the steps. That is all changed now, and the brakeman attends to his duties before he goes looking for a cigarette. Mr. Cowie,

you have been on the Safety First committee before you came here; tell us about it.

Mr. Cowie: All I have been interested in was shop work. I think we can do a whole lot about the shop. I would recommend, though, that you try and perfect the organization before you go any further. I think you have about four committeemen present here today out of about twelve.

Mr. Gibson: All are here that are in town. Mr. Stevens is here; we haven't heard from him yet; he represents the Track Department. Mr. Stevens, I would like to hear from you as to what you have found.

Mr. Stevens: About all I can say is that an unsafe condition exists here in the yards due to a habit the car repairers have gotten into in leaving their dope buckets lying between the tracks. I also noticed a couple of days ago two arch bars thrown off of No. 2 and they laid there until the next evening before they were moved.

Mr. Pierce: There is one thing I would like to speak of and that is the allowing of the handholds on engine tanks to get oily, due to waste oil running down. It makes an engineman a little cautious about getting on.

Mr. Gibson: Well, wherever we find a case of that kind we ought to report it and see that some steps are taken to have that engine looked after. Some of the roundhouse force will get up in an engine and rub all over the reverse lever and throttle with their greasy hands or gloves, and it is impossible for an engineer to keep his hands in a condition that is fit to work with. It has always been the practice here to make the roundhouse a loafing place for the men, and I believe it should be cut out.

Mr. Stevens: Mr. Gibson, if the back headlights on one of these switch engines is not burning, is that a matter to be considered by the Safety First committee?

Mr. Gibson: It sure is.

Mr. Stevens: The light on the 353 was not burning one night.

Mr. Gibson: That was an emergency case. They are allowed to use a road engine in the yard twenty-four hours. They are not allowed to put an engine to work in the yard without first properly equipping it.

Mr. Stevens: Some time ago I noticed a train standing on the old main line, and there was a carload of pipe in it with the stakes broken, or one was broken and worked away over and the pipe was hanging out a foot and on a slope so that it would either slide out or fall off. I don't



think a car in that shape should have been allowed to go out.

Mr. Adams: Well, haven't we a car man here on this committee?

Mr. Gibson: We have a car man on the committee, but he isn't here.

Mr. Pierce: There is another little circumstance that happened a few months ago. I was on the local No. 39 and No. 40 between DeQuincy and Leesville. There had been a car of telephone poles spotted on the house track at DeRidder south of the depot. Those poles were light and loaded high, and the car had several high standards on each side tied together with wire. When they took the stakes out on one side to unload the poles they threw the wire over on the opposite side of the car. We coupled into this car to do some switching. We went in on the passing track and up to the south end to the storage track and transfer. In going back down the main line I watched this car and those wires were dangling along and I called the brakeman's attention to them, but he didn't pay any attention to it. He dropped off at the switch and I saw the wires were going to catch the switch and I slowed down, but did not stop. The wires jerked the lamp off the switch and it fell and struck the brakeman a glancing blow on the shoulder. We shoved the car back through the passing track up to the transfer. Our train was on the passing track. After we came from the transfer track to the passing track and coupled into the train, my engine stopped right opposite the car. I spoke to the brakeman again about it and he still paid no attention to me, and the fireman and I got off the engine and took them off ourselves. When I spoke to the brakeman about it he made the remark that there was a car man up there and that if the car wasn't safe to handle he should have placed a card on it. That is true, all right; I don't think the car should have been handled until the standards were taken off of it, but it only took about a half a minute to take them off.

Mr. Gibson: Mr. Sutherland has ordered that they all be removed.

Mr. Pierce: If that car had been placed in a train and passed a switch that was too close to the track it would have caught the switch stand and pulled it out and caused a derailment.

Mr. Dudley: We pick cars up at South Mansfield in bad shape every day.

Mr. Gibson: Mr. Sutherland has ordered that the stakes be taken out before the car is moved.

Mr. Dudley: All those log cars have stakes.

Mr. Gibson: They are observing the bulletin at every point except South Mansfield. Mr. Gable, haven't you anything to say about Safety First?

Mr. Gable: I am not in position to find out about these things unless they are brought to my attention. I want to say that I am willing and want to carry out what Mr. Pierce said about train orders; I think it is a good thing, and I have already gotten out a bulletin to operators about—

Mr. Gibson: Don't you think it would be a good idea to make some better arrangement about these bulletin books. For instance, a new bulletin comes out and we have got to go up to the office to see it. Sometimes we haven't any more time than we need and there are usually about seventy-five old bulletin books up there that we have to paw over trying to find the latest one.

Mr. Gable: Well, on some of the other roads, whenever a new time card comes out they get out all new bulletins.

Mr. Gibson: There is another thing I want to bring up. You take a man with thirty-five or forty cars, the conductor has his bills to look out for, his orders to look out for, and he has to look out for the main line and everything else pertaining to it. I don't think that a conductor should be held for everything. He can't be in the first and the forty-first car at the same time. They are piling entirely too much on him, especially on these locals. I think they put too much on the conductor.

Mr. Gable: I think the conductor ought to be the captain of his train, and he should be held responsible for the handling of that train.

Mr. Gibson: A local conductor has just got to trust some of the work with his men; he can't do it all, and where a man gets a car off down in the yard while the conductor is at the depot, maybe looking after his work, I don't think the conductor should be held responsible.

Mr. Gable: I don't think the company would hold him responsible in a case of that kind.

Mr. Gibson: You have to place some confidence in your men.

Mr. Gable: Why, certainly.

Mr. Gibson: Here is a letter I would like to have read before the meeting. (Stenographer reads following letter.) "Mr. F. Woodson, Engineer, Shops. Dear Sir: I take this occasion to state that your action in stopping train No. 3 this evening just south of the water tank at Wilton to

ascertain intent of red light alongside of track is greatly admired. This red light was a lantern almost under the wrecker's dining car on track adjoining the main track, was placed there by flagman of work extra 604 while he was eating supper. In defense of this man's action and of his conductor, wish to state that the brakeman took ordinary precaution and did extinguish the light in the red lantern, but in setting the red and the white lanterns down together the red globed lantern was placed on the north side of the white lantern and the light showed through the red globe, giving a very dim and remote indication of a danger signal, as I investigated the matter directly after you left. We realize, of course, that the flagman should not have extinguished his red lantern at all, even though temporarily tied up; the crew was still on duty, and the red light should have been concealed ready for instant use, and this crew has been so instructed. Your observing so dim a light is, I think, the height—the limit of precaution, and as stated, your action is commendable. (Signed) R. A. Sullivan, Trainmaster." That just shows that we are getting credit for what we do do. Another thing I would like to suggest is that at Christie there is no protection against cars set in there rolling out except to set the brakes on them. Those fellows that are loading will pinch them down toward the passing track, and while they may think they will clear, they don't know how wide an engine is, and the car may clear and it may not. I think there should be a derail put in there and locked against the passing track to prevent anybody shoving a car down and fouling the passing track. There was a car setting in there the other night that only cleared the passing track four or five inches. I pulled it out on the passing track and tied it down and left it.

Mr. Dudley: We had a great deal of trouble of that kind at Converse; they would pinch cars out and say they were going to put them back. Finally I told the shipper down there one day that if he shoved another car out there there would be no more cars furnished to load.

Mr. Gibson: That just put me in mind of a place a little bit worse, and that is the Logan track at South Mansfield. The T. & P. use one end of it and we use the other end. It is down hill toward our track, and if for any reason a car would break off or get away while the T. & P. are switching there is nothing to prevent that car running out on our main line.

Mr. Dudley: There should be a derail

put in at each end of the transfer track at Fisher.

Mr. Gibson: Mr. Wray, what have you to say in regard to Safety First?

Mr. Wray: Well, I think it is a very good thing. We can't be too safe at any time. I would like to call your attention to the fact that they are sending cabooses out without stoves in them. Our cabooses are not very good, anyway, and without a stove they are very uncomfortable. It is just as important that a man's health be looked after as anything else. We have a man laying off here now threatened with pneumonia because he had to ride 180 miles in a caboose with no stove in it.

Mr. Polette: The same way with engines. You find lots of them with the front windows out.

Mr. Wray: Another thing. Take the head brakeman on these trains. A large majority of the engines have no place for him to ride. It is too cold for him to ride out on top, and too dangerous, and there should be a seat placed on the engine where he could ride. I don't think it should be on the engineer's side; there isn't room there, but there is room on the engine where he could have a comfortable place to ride and could watch his train at the same time.

Mr. McGillis: Gentlemen, I am not connected with the movement of trains, but I am interested in the handling of freight, in which the matter of Safety First enters to a greater or less extent. Take, for instance, the loading of dynamite and inflammables. A brakeman criticised me this morning, and I took it as a compliment. He said the only fault he could find about Beaumont was that he had to take a crowbar to get their dynamite shipments in the car loose. I have been giving the matter of Safety First some attention in different ways; by having the truckers throw the blocks with nails in them taken from cars under the house. I think one thing that should be looked after is the removal of placards from cars from which explosives and inflammables have been unloaded. If a conductor would report each case of failure to do this that he finds we could get in behind some of these warehouse foremen and get them interested.

Mr. Dudley: I have noticed we have a great many stations where we set out cars, that the placards are not removed when the cars are made empty. The agent or porter could very easily remove these placards in a moment's time. You will note that most of the cars with placards still on them and moving under a load of lumber were merchandise cars set out at some

mill, unloaded and picked up in the night by some train after having been loaded with lumber.

Mr. McGillis: It is just as important that these placards should be removed from the empties as that they should be put on a load.

Mr. Dudley: Deweyville is one place where they make no pretense to take the tags off of the cars after they have been unloaded. They unload their own merchandise there. I'll bet I have pulled dozens of tags off there.

Mr. McGillis: That dynamite man was at Beaumont the other day. I had a box of caps to ship and started to fix up some placards, and he advised me that it wasn't necessary to placard a car containing a shipment of 500 or less. I asked him how the brakeman was going to know there were caps in there if the car wasn't carded. He said it wasn't necessary.

Mr. Gibson: Mr. Polette, have you anything to say on Safety First?

Mr. Polette: No, I believe not.

Mr. Gibson: Mr. Tom Dailey?

Mr. Dailey: No, I don't think so.

Mr. Gibson: Has anybody?

Mr. Stevens: Mr. Gibson, I didn't make my report a while ago as I should have done. After receiving that letter, or circular, I put two men out in the yard to have them pick up all obstructions, getting them out of the way, and we have been trying to keep that stuff picked up to the best of our ability, but you can't keep it picked up. They will set cars up here to be transferred, for instance; there will be a lot of boards, tin cans, etc., in them. They get in there and throw that trash out of the car, and it looks like they throw it out on the side next to the main line every time. Lots of times those boards have nails in them, and it would keep a gang busy going around picking up. They will send men out from the Car Department to do a little work, jack up a car or something. They will carry their jack down there and go up in the yard and get some angle bars to put under their jack, jack up the car, put in their brass, take their jack and go and leave the angle bars lying on the ground. It seems to me that every department should interest themselves and require their men to replace the material they may have use for. That would help a good deal.

Mr. Dudley: About these cars containing inflammables; the instructions are they are not to be handled on the head end of the train, but lots of times I have noticed these instructions are not followed out. They claim they haven't time to switch them

out. Another rule that has been violated right along, and I guess Mr. Adams knows it. On the locals out of Port Arthur we will have, say, forty cars into Beaumont, pick up some at Beaumont and get a bunch of flats in the middle of the train. That is just the same as this handling oil on the head end—it is all right as long as nothing happens.

Mr. Adams: I want to suggest that we perfect some kind of an organization and get it in shape. Have a committeeman from each department, so that when he sees things scattered around in the yard like this gentleman was talking about he can make a report, say, to the chairman of the committee who—

Mr. Gibson: Make it to the superintendent.

Mr. Adams: We want to get it in some kind of concrete shape; we want to have those reports made to someone that can get action on the department at fault. If the action of the employees in the Car Department is making it unsafe for employees in the Track Department, we want that to be known, and to get it before somebody that can get them straightened out. We get up here and talk it over together, but that don't help any.

Mr. Gibson: Mr. Sutherland's instructions were that whenever we found anything out of the way to report it to him and he would have it remedied. He also said that when an accident occurred he would send the accident papers to this committee so that we could talk it over. I am glad to say we have none here today because no accidents have occurred. Now, Mr. Adams, what do you suggest in the way of organizing a permanent organization?

Mr. Adams: Well, I will tell you, I didn't understand that Mr. Sutherland said those reports were to be made direct to him. If such is the case, however, it will answer the purpose. What I was driving at was to have some manifest head of the organization that would be in position to take action. We are bound to have something of that kind in order to get results. Here is an example right here, what that gentleman said about the car men leaving their dope buckets and jack blocks between the tracks in the yard. I know that is a fact because I have stumbled over them myself in the dark. It doesn't do any good for us just to know that or to talk about it up here unless we can get it before somebody who can say to those car men, "Don't you do it any more." It doesn't do any good for us to go to the car men and tell them



not to do it, because they will just laugh at you. If those reports were made to you as chairman of this committee, and Mr. Sutherland would recognize your authority, it would have some effect.

Mr. Gibson: I have had about a dozen or fifteen reports in the past few days and have forwarded them all to Mr. Sutherland.

Mr. Cowie: Mr. Gibson, in the Safety First work I have seen they appoint a man to represent each trade. If a conductor has something to report he would report to Mr. Adams, the committeeman for the conductors, who reports to the superintendent, and he brings it up at the next meeting. The conductor may not be able to be at the next meeting.

Mr. Adams: That is the kind of shape I was trying to get it in. We want to know what has been reported and what action has been taken to remedy the trouble.

Mr. Gibson: Well, the matter of handling those flats with the stakes in them was brought up, headlights, frogs and switches blocked, material piled too close to the track, and several other things.

Mr. Adams: In regard to the car men taking angle bars and using them to jack up cars, leaving them between the tracks when through with them, we ought to get a report from the track men as to whether there has been any improvement.

Mr. Stevens: I talked with these men in the "hole" yard about it and they would give me a short answer. I told them Mr. Gaines was getting after me every time he came through. I begged them to not leave those things scattered around, and finally I wrote a letter to Mr. Collins about it. It laid on his desk for some time, and a day or two ago, I believe it was either Friday or Saturday, every time Mr. Payton would pass me in the yard he would say, "I am picking up angle bars for you today," kind of guying me.

Mr. Cowie: Another thing that was taken up was the red lights on engines. Has there been any improvement in that?

Mr. Gibson: Mr. Burkholder said there had, and I have noticed lately they are cleaner and stay lit. Somebody make a motion, then, that of everything that is reported, the committee shall receive a copy of it and that it be brought up at the next meeting.

Mr. Adams: Somebody ought to make a report on the action taken.

Mr. Cowie: I have a list here of the fellows that have been appointed to act as committeemen and will read it to you.

#### Fourth District.

C. S. Kiene, engineers.  
Chas. Rhea, conductors.  
W. W. Lindsey, brakemen.  
R. C. Cranor, firemen.  
R. Weaver, trackmen.  
Wm. Cothorn, car men.  
M. D. Swearingen, agents.

#### Fifth District.

A. A. Campbell, engineers.  
G. W. Adams, conductors.  
C. W. Sutton, brakemen.  
I. M. Roberts, firemen.  
R. McLean, shopmen.  
J. Kennedy, shopmen.  
S. S. Lightner, switchmen.  
C. Pollard, carmen.  
A. F. Stevens, trackmen.  
P. Godeau, agents.

#### Sixth District.

K. A. Young, engineers.  
J. Boatner, conductors.  
W. N. Ellington, firemen.  
C. R. Kingsley, shopmen.  
W. A. Poe, switchmen.  
Wm. Boswell, trackmen.  
P. M. McGillis, agents.

Mr. Adams: Don't you think it would be a good idea to post a bulletin at each station giving the names of the men who have been appointed to serve on the committee?

Mr. Gibson: All of them have been notified.

Mr. Adams: The rest of the employees don't know who they are. I think it would be a good idea for all to know who they are.

Mr. Gibson: Now, a copy of all reports sent to Mr. Sutherland will be sent to me and I will bring them here. Someone make a motion to that effect.

Mr. Adams: I will. (Someone seconded it.)

Mr. Gibson: It has been moved and seconded that of all Safety First reports sent to Mr. Sutherland, a copy be sent to the chairman of the Safety First committee, and that the same be brought before the committee at the next meeting. All in favor signify in usual manner; contrary? Motion carried.

Mr. Polette: If anything has been done in regard to these switch targets I don't know of it. An engineer is supposed to know that a switch is right before he goes ahead. About the only way he can know that is to stop and examine them. He can't tell anything from the targets. You can't tell whether they are red, green, white or

what color. At night you can tell by the light all right.

Mr. Gibson: That is just what they want to know. I think that is something that will be taken up.

Mr. Adams: My idea about reporting such things as we want to get before the proper authority to take action is not to have every individual that imagines there is something out of line run with it to the superintendent or head of some other department. I think the reports should be made through the chairman and the reports then should be considered by the employees assembled, and if they see there is anything in it, then the committee can ask Mr. Sutherland to take action. Someone is liable to report the most absurd things imaginable, things that are really not necessary and altogether out of line, or something that Mr. Sutherland would not feel like taking action on. I think the thing to do would be to report to the chairman and let the chairman read the report before the meeting, and if there be any merit in the report, let him place it before the superintendent to have action taken.

Mr. Gibson: I believe that would be a good idea myself.

Mr. Adams: I think you could get better results that way, because there are 101 little things that happen around the shop that if you would call Mr. Sagstetter's attention to it he would give it attention at once. Having everything reported to the superintendent would place a great burden on him. I move that all reports made in connection with the Safety movement will be made direct to the chairman of this Safety committee, which report will be read before the Safety meeting which is held the third Sunday in each month, such report to be discussed and upon approval transmitted to the superintendent for whatever action he deems necessary.

Second the motion.

(Motion voted on and carried.)

Mr. Gibson: I would suggest that each

Safety committee man, when he sees a man doing anything wrong, go to that man and tell him he is doing wrong, and if he continues to keep on doing wrong, take it to someone who will have jurisdiction over him and who is in position to line him up. I can see already there has been a big improvement, and Brother Adams will substantiate that statement. We have two extra men on our crew who have been working under Safety First, and you kick a car into a side track and they are on top before you can say scat. Just watching these men work helps a whole lot.

Mr. Adams: I have just one more suggestion, and that is that Mr. Sutherland be furnished with a copy of the proceedings of this meeting and also a copy furnished the chairman of this committee. This to be considered the minutes and to be read at our next regular meeting for approval or objection.

Mr. Gibson: I also want to recommend that Mr. Sutherland furnish the committee, and as many other employees as possible, with current literature in connection with Safety First, and that they also be furnished with Safety First buttons, so that the men will know who is who.

Mr. Cowie: Mr. Gibson, I believe the company should furnish the employees with Safety First buttons and I believe we should have the privilege of designing them. I would recommend a shield with the words "Safety First."

Mr. Gibson: Mr. Cowie, I was thinking of the Port Arthur Route sign, with "Safety First" above.

Mr. Cowie: I have looked over the buttons of about twenty-five roads, and they are all about the same thing, but I have never seen a shield.

Mr. Gibson: Here is a book printed on the B. & O., and I want to say right now that we would like to have the minutes of our Safety First meetings printed in our "Current Events," and see if we can't arrange to have that magazine published monthly instead of quarterly.

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